THERE IS NOTHING SKIMMED ABOUT

[35

Hongkong Daily Press.

BOVRIL

ESTABLISHED 1857.

No. 16987, 號七十八百九千六大萬一第 日二初月九年于壬 HONGKONG, FRIDAY, OCTOBER 11TH, 1912. 五拜禮 號一十月十年二十九百十千一英港香 PRICE, $8 PER MONTH.

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Hongkong, 29th April, 1909. [a304

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Hongkong, 2nd August, 1912. [516

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Hongkong, 26th October, 1906. [575

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PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.	8.00 a.m....Every 15 minutes.
8.00 a.m. to	10.00 a.m....Every 10 minutes.
10.00 a.m. to	11.00 a.m....Every 15 minutes.
11.30 a.m. to	12.45 p.m....Every 15 minutes.
12.45 p.m. to	1.15 p.m....Every 10 minutes.
1.15 p.m. to	1.45 p.m....Every 15 minutes.
1.45 p.m. to	2.15 p.m....Every 10 minutes.
2.15 p.m. to	5.00 p.m....Every 15 minutes.
5.00 p.m. to	8.10 p.m....Every 10 minutes.

NIGHT CARS.

45 p.m. and 9.00 p.m., 9.45 to 11.30 p.m. every 15 minutes.

SUNDAYS.

7.30 a.m.	
8.00 a.m. to	10.30 a.m. ...Every 15 minutes.
10.30 a.m. to	11.00 a.m. ...Every 10 minutes.
11.45 a.m. to	12.00 Noon...Every 15 minutes.
12.00 Noon to	1.00 p.m. ...Every 10 minutes.
1.00 p.m. to	5.00 p.m. ...Every 15 minutes.
5.00 p.m. to	6.00 p.m. ...Every 10 minutes.
6.00 p.m. to	7.00 p.m. ...Every 15 minutes.
7.00 p.m. to	8.10 p.m. ...Every 10 minutes.

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1st Class Fares				Connecting at Harbin with: State Express for Moscow	Wagon-Lits for Moscow	State Express for St. Pet'g.
$40	Shanghai (Steamer) ...	...Lv.	a.m.		Mon.	Wed.
	Dairen (") ...	" Ar.	"		Wed.	Fri.
Y 14.95	" (S.M.R. Train)	...Lv.	2.00 p.m.	Sun.	"	"
	Mukden (")	...Ar.	10.10 "	"	"	"
Y 11.50	" (")	...Lv.	10.25 "	"	"	"
	Changchun (")	...Ar.	4.50 a.m.	Mon.	Thurs.	Sat.
R 9.60	" (Russian Train)	...Lv.	* 6.00 "	"	"	"
	Harbin (")	...Ar.	* 1.45 p.m.	"	"	"

SOUTH BOUND.

				Connecting at Harbin with: State Express from St. Pet'g.	State Express from Moscow	Wagon-Lits from Moscow
R 9.60	Harbin (Russian Train)	...Lv.	* 7.20 a.m.	Mon.	Wed.	Fri.
	Changchun (")	... Ar.	* 3.30 p.m.	"	"	"
Y 11.50	" (S.M.R. Train)	... Lv.	4.00 "	"	"	"
	Mukden (")	...Ar.	11.00 "	"	"	"
Y 14.95	" (")	... Lv.	8.30 "	"	"	"
	Dairen (")	... Ar.	11.20 a.m.	Tues.	Thurs.	Sat.
Y 40.00	" (Steamer) ...	...Lv.	Noon.		"	"
	Shanghai (") ...	.. Ar.	a.m.		Sat.	Mon.

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3 Dry Docks	No. 1	510 ft.	77 ft.	26 ft.
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" Draft " " "	22 "	25 "

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The Floating Sheerlegs, capable of lifting 40 ton weight.

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AND
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Large Airy Public Rooms.
Electric Lighting, Lifts and Fans.
Suites de Luxe
Bedrooms with European Bath and Lavatory attached.
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A LA CARTE GRILL ROOM.
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Electric Fans.
Hot and Cold Water.
Latest Improvements.
Reasonable Rates.
TELEPHONE No. 373.

H. HAYNES,
Manager
Hongkong, 2nd August, 1912. [a157

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A FIRST CLASS AND UP-TO-DATE HOTEL.
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TELEGRAPHIC ADDRESS "COMFORT," Hongkong.
Hongkong, 1st September, 1910. [a39

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Hongkong, 4th December, 1907. [a37

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A FIRST CLASS FAMILY RESIDENTIAL and TOURIST HOTEL, free from traffic noises, Renovated and Excellently Furnished.

Bath Room with Shower to every Room, Electric Light throughout and Electric Fans to order for every Room. 5 minutes' walk from Ferry Wharf and Kowloon-Canton Railway Station.

Terms.	per day.	per month.
Single Person	$3.50 to $5	$95 to $95.
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M. J. NATHAN,
Manager.
Kowloon, 12th September, 1912. [a536

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19, QUEEN'S ROAD CENTRAL

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Photographic Goods of every Description in Stock.

Developing and Printing Undertaken

[illegible] 7th July 1907 [5.6

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BULL DOG

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SOLE AGENTS:

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ALEXANDRA BUILDINGS.

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NOTICE TO CORRESPONDENTS.

Only communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS *should be sent before* 11 *a.m. on day of publication. After that hour the supply is limited. Only supply for Cash.*

HONGKONG OFFICE: 10A, DES VOEUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 11TH, 1912.

BY Presidential Mandate, by the vote of the Advisory Council, and by popular desire, it had been decreed that yesterday should be observed as a national festival in China, in celebration of the anniversary of the first blow in the struggle that led to the overthrow of the effete Manchu dynasty and to the establishment of the Republic in China, and in memory of the men who fell fighting in the republican cause. It is difficult to realize that all the events of the past year in China were actually crowded into so short a space of time, and that it is but a brief twelve-months since the revolution broke out at Wuchang and was pooh-poohed as a mere sporadic rising that would soon be suppressed, as many others had been before. It is inevitable that to-day our thoughts should hark back to the state of China before and during the revolution, and a review of all that has happened since that fateful day when JUI-CHENG "nipped the revolution in the bud" may serve a useful purpose in demonstrating the gradual consolidation of power under the republican administration, its justification of itself to the world as a capable government, and the possibilities that await a rejuvenated China. We are free to confess that we saw no more reason than did anyone else to believe that the great changes that the last year has witnessed would take place so rapidly or so peacefully, nor that China would so soon evolve a new form of settled government. At the time we said, "The present revolution spells the ultimate overthrow of the Manchu Empire; with the overthrow of the Manchus there vanishes the single factor common to the various parts of the Empire; and then the break-up and partition of China would be the next natural step." When this was written there was no hint of the wonderful way in which provincial jealousies would be overcome or smoothed down by the statesmanship of the republican leaders, and it seemed incredible that within less than a year the whole of China would be owning its allegiance to a President (still less to President YUAN) and that inter-provincial jealousy would, to say the least, be no more pronounced than it was under the Manchus—yet that is only one of the miracles that have been accomplished. Much has, it is true, been said about the problem of Canton and its desire for Home Rule, but the difficulty there will be largely dissipated if for the objectionable phrase we substitute Devolution. Canton has shown some aloofness and exclusiveness—the latest instance is its wish to have a special festival inaugurated to celebrate, as the first blow of the revolution, its abortive rising of April of last year—but, after all, there is nothing very reprehensible in its desire to manage its own provincial affairs in the way best suited to its needs, and there is no shadow of evidence that it intends to cut itself off from the rest of the Republic by refusing to send representatives to the Senate or to bear its share of the national burden, and, after all, these are the main tests. The Canton ideal simply reduces itself to that of a federal republic, with liberal autonomy for each province. Besides producing a united China, the Republic is gradually overcoming the inevitable aftermath of disorder; the vast superfluity of troops is being disbanded; local government is being put on an effective footing; and a strong Cabinet is in existence in Peking. The turning point in the history of the past year undoubtedly was the appointment of YUAN SHIH-K'AI to the Presidency, and it is largely due to his wisdom and statesmanship that the Republic has made such phenomenal progress—progress that would have been, a few months ago, incredible to the most optimistic. But while assigning so large a meed of praise to President YUAN, we must not be oblivious of the part played by other leaders. YUAN SHIH-K'AI's success in his new rôle would have been impossible but for the patriotic self-abnegation of Dr. SUN, who, after seeing the object for which he had been labouring for years past, often at the peril of his life, now on the verge of realization, stepped aside to let the prize be grasped by another, and that, too, one whom he must have been accustomed to regard as an implacable foe to his cause. Nor must we overlook the loyalty with which the PRESIDENT has been served by others who might have thought that they themselves had a claim to the highest authority; and who might have caused much inconvenience and difficulty by refusing to serve the State in any less capacity. The most notable of these is General LI YUAN-HUNG, without whose faithful support the PRESIDENT would have found it a hard task to deal with the Wuchang soldiery. Indeed, it may be said that the result which we now behold could have been achieved only by the loyal and patriotic co-operation of the mass of the officials of the Republic. It is necessary, however, to point out one great danger that lies before the Republic—that of being false to its name; and in emphasizing this point we do not minimize the financial problem, which is, however, of a different category. The people are now allowed no more say in their local, provincial, and national affairs than they had under the Empire, and trouble such as has just occurred at Foochow shows that they are chafing under the arbitrary bureaucratic rule to which they are subjected. It is essential that there should be as little delay as possible in admitting the people to a share in the government: the members of a bureaucracy may be perfectly loyal and honest, and believe that they are governing the people in the way best suited to them, and that their well-considered plans would be seriously prejudiced if it were necessary to submit them to an elected Council, but the sincerity of the bureaucrats does not make their government constitutional. Every day that they enjoy supreme power makes it harder to relinquish it; every day that the people are kept out of the estate that they have won with their life's blood will increase the strain. The PRESIDENT, the Cabinet, and the Advisory Council will add to their reputation if they delay no longer in establishing constitutional democratic government, so making China a true Republic, and not one in name only.

A Chinese woman who fell from a scaffold at the Taiping Theatre on Wednesday has been removed to hospital suffering from severe injuries.

The Pacific Mail S.S. Co. has now made arrangements whereby passengers holding through tickets have the privilege of travelling by train between Kobe and Yokohama free of charge.

The police made a raid on an opium divan at West Point on Wednesday, and the master of the house after being placed under arrest jumped from the second storey window on to the ground and was seriously injured.

A Chinese woman at Yaumati who had been entrusted with cloth to make into garments and who made the clothes and afterwards pawned them was brought before the Magistrate yesterday and sentenced to six weeks' imprisonment.

Yesterday was the official celebration of the outbreak of the revolution which led to the establishment of the Republic of China. The day was observed as a holiday by many Chinese in the Colony, and the five striped banner was much in evidence.

The police have been informed that someone entered No. 3, Robinson Road in the early hours of yesterday morning and stole three lady's diamond rings and other valuables to the value of $1,000, the property of Mr. Kusomoto, the manager of the Nippon Yusen Kaisha.

Mr. Ng Hon Tsz, the manager of the Yuen Fat Hong, is joining Messrs. Shewan, Tomes & Company as compradore, and will have as assistant Mr. Chan Yui Tong, head of the Chinese staff of the Nippon Yusen Kaisha, who leaves that office after twenty years' service.

By a printer's error in our leading article in yesterday's issue the total cost of the P.W.D. administration for the last ten years was made to appear as $13,057,371. It should have been $3,057,371, as will have been obvious from the comments based on the table.

The first practice for the forthcoming concert performance of German's Opera "Merry England" by the Philharmonic Society will take place in the City Hall, on Monday, October 21st, at 5.30 p.m. Choral practices will be held on subsequent Mondays throughout the season.

An interesting case was heard before Mr. Melbourne at the Magistracy yesterday when two men were charged with being in unlawful possession of a quantity of coal. It was contended that the coal was deck sweepings, and that it was given the men as payment. One defendant was discharged, and the case against the other was adjourned.

Two men appeared before Mr. Melbourne at the Magistracy yesterday charged with being in unlawful possession of opium. The first defendant said he had been only out of prison for a few months and it was "unfortunate" that he should have been arrested again. His Worship imposed a fine of $22, whereupon the defendant replied that he had no money, and if the Magistrate wanted the money he could take his life.

A few weeks ago a Chinese living near Sam Sui Po won a Macao lottery, netting somewhere about $6,000. He celebrated with a feast on Tuesday, and was keeping up the celebrations on Wednesday by entertaining a number of friends when a band of men armed with knives appeared on the scene. They surrounded the house, plundered it, and made off with money and clothing to the value of $1.4. No arrests have yet been made.

An extraordinary misadventure was reported to the police on Wednesday. While a coolie was removing clothes from a bamboo at his residence in Queen's Road West, he overbalanced and fell over the verandah. He alighted on a Chinese woman who was passing underneath, and she received such injuries that necessitated her removal to hospital, but the coolie, although he fell from the second floor, was practically unhurt and refused to go to hospital.

OPIUM DIVANS.

THE FUTILITY OF LEGISLATION.

It is asserted that since the closing of the opium divans under instructions from the Home Government that the number of divans in the Colony is now double what it was when divans were registered.

THE PEAK BURGLAR RE-ARRESTED.

We learn on good authority that the prisoner who escaped from Victoria Gaol last Saturday, while awaiting trial for committing burglaries at the Peak, has been arrested at Macao. We believe that the reward of $500 offered for his arrest or information that would lead to his capture has not been offered in vain, as it is understood that he was identified by one or other of his former friends. It will probably take some time to have him extradited from Macao to the Colony.

CORRESPONDENCE.

FOREIGNERS AND PASSPORTS.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—Referring to the two articles under this heading in your issues of 8th and 9th instant and to the paragraph in to-day's issue, a reference to the following notices published in the *Hongkong Government Gazettes* may convince you that foreigners with sporting guns, etc., entering Chinese territory should, in their own interests, obtain permits to carry such arms, etc., from the local office of the Chinese Maritime Customs for Kowloon and District:—

1.—Notice No. 481 of 8th July, 1908: *Gazette* No. 29, Vol. LIV. (See Rule 4-a).

2.—Notice No. 303 of 30th September, 1910: *Gazette* No. 41, Vol. LVI. which is repeated in

3.—Notice No. 1 of 6th January, 1911: *Gazette* No. 1, Vol. LVII.

The foreign territories of Hongkong and Macao are obviously not "Treaty ports and places *opened by China* to foreign trade"! Enclosing my card.—I am, etc.,

SPORTSMAN.

[We are aware of the official notifications to which our correspondent refers, but we think the statement that Hongkong and Macao are obviously not places opened by Chinese to foreign trade is, to say the least, debateable. These territories are held not by right of conquest but by formal treaty. In the case of Macao, for nearly 300 years before China conceded the sovereignty of Portugal over Macao, the port was recognised by China as a place opened to foreign trade, and for many years the Portuguese Colony paid a rental to China. In the case of the New Territory added to the Colony of Hongkong, it is held on lease from the Chinese Government, and, for the purposes of our argument, there seems no very material distinction to be drawn between this territory and a foreign concession in any treaty port. But admitting these arguments to be untenable, we can still fall back on the argument used in our paragraph of yesterday, *viz.*, that both Kowloon and Lappa appear in the official list of "places opened by China to foreign trade," published by the British Legation.]

THE WATER SUPPLY.

The water return for October 1st is now available and the situation is disclosed in the following table:—

	1911.	
Tytam	1' 9½"	Above Overflow.
Tytam Byewash	15' 11½"	Below Overflow.
Tytam Intermediate	2' 5½"	Above Overflow.
Pokfulum	1' 11"	Below Overflow.
Wong-nei-chung	1' 5"	do.
	1912.	
Tytam	18' 3"	Below Overflow.
Tytam Byewash	23' 2"	do.
Tytam Intermediate	4' 6"	do.
Pokfulum	Level with Overflow.	
Wong-nei-chung	5' 3"	Below Overflow.

The water stored in the reservoirs on the island on October 1st was 508.87 millions of gallons, as compared with 706.02 millions of gallons on the corresponding date last year. But while throughout the month of September, 1911, there was a constant supply in all districts, in September this year the intermittent supply by rider mains in rider main districts came into force on September 4th. Consequently the consumption per head in September this year was 17.4 gallons as compared with 29.4 in September last year. The total consumption on the island during last month is given as 131.43 million gallons. If this rate of consumption is maintained, the supply is sufficient for just over three months. Usually the rainfall for the next five months does not average an inch a month, but last year in the months of October and November over eight inches of rain fell, and, for the purposes of the water supply, it is to be hoped that we shall fare no worse this year.

The Kowloon Gravitation reservoir was 4ft. 5in. below overflow on October 1st this year as compared with 0ft. 2in. above overflow on the corresponding date of last year, but on last month's consumption basis in Kowloon there is a supply sufficient for ten months.

CRICKET.

The following have been selected to play in a match between Mr. Turner's team and Mr. Hutchison's team on the Hongkong Cricket Club ground on Saturday, the 12th, and Monday, the 14th October.

Mr. Turner's team:—W. C. D. Turner, Lieut. F. W. Christian, R. E. O. Bird, A. N. Joseland, W. E. Warburton, H. Hancock, A. A. Claxton, Lieut. H. G. Bagnall, Capt. H. K. Hughes, K.O.Y.L.I., G. B. Sayer, J. S. Lloyd, M. Maas, C. Beswick and Lieut. F. B. Hitchcock.

Mr. Hutchison's team:—R. O. Hutchison, Lieut. A. G. White, Corpl. Taverner, E. B. Reed, Lance-Corpl. Dempsey, E. A. Fowler, S. H. Dodwell, Hon. C. Severn, Lieut. N. J. Williams, A. H. Gillingham, Capt. R. D. Crawford, C. C. Clarke, R. P. Thursfield and S. S. Moore.

Play to commence on Saturday, at 2 p.m., and on Monday, at 10.45 a.m.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE BALKAN WAR.

MONTENEGRIN SUCCESSES.

LONDON, October 10th.

Reuter's correspondent at Constantinople telegraphs that censorship is delaying Turkish telegrams.

THE SEIZED VESSELS.

The Government has decided to select from the Greek vessels seized those most suitable for transports and release the others.

MINISTERS IN A DILEMMA.

The Bulgarian, Servian and Greek Ministers are still without instructions, but their baggage is packed, as they expect a rupture at any moment.

MARTIAL ENTHUSIASM IN TURKEY.

Reuter's correspondent at Salonika telegraphed on Monday that meetings were being held everywhere in favour of war. The Albanians have alone promised to restrain Montenegro.

FIGHTING ON MONTENEGRIN FRONTIER.

Serious fighting is taking place on the Montenegrin frontier, and Ersad Pasha is marching to the relief of Skutari.

RUSSIAN SYMPATHY.

A meeting to express sympathy with Servia has been held in Moscow, where 3,000 persons have volunteered for service.

INDECISION OF THE CONFEDERACY.

Whatever their ultimate decisions may be, none of the other Balkan States have yet declared war. Indeed, they have intimated their intention to wait a day or two before replying formally to the Note of the Powers.

MINISTERS' TASK.

A message from Constantinople states that at midnight the five Ambassadors were still deliberating upon the text of the communication to be addressed to the Porte.

ALBANIAN ACTIVITY.

The latest news emanates from Constantinople newspapers that the Albanian chief Riza Bey with 4,000 from Djakova has broken the Montenegrin lines [at Berane] and penetrated into Montenegro a distance of six miles.

BULGARIA DISSATISFIED.

A message from Sofia states that Bulgaria is dissatisfied with the Note from the Powers, as no details are given of the Turkish reforms or guarantees that they will be carried out. She desires to consult Servia and Greece before taking action.

RUSSIAN "TEST MOBILISATION."

As the German and Austrian Press has been voicing suspicions regarding Russian mobilisation, it is officially declared that the test mobilisation recently ordered has been finished and the reservists disbanded.

A MONTENEGRIN PROCLAMATION.

A telegram from Cettinje states that King Nicholas in a proclamation to the people calls upon Montenegrins to help their brethren who are being massacred in old Servia, and says they can be assured of the sympathy of the civilised world, and would be assisted by Servia, Bulgaria and Greece.

PARTICULARS OF THE FIGHTING.

A dispatch from Podgoritiza, the Montenegrin headquarters, dated the 9th inst., states that after an artillery duel along the whole line for 21 minutes the Turks were compelled to retire from their first position on Mount Planinitza. By noon the whole mountain was evacuated.

King Nicholas and Prince Mirko and Staff had ridden out early in the morning to an adjacent mountain, amid the cheers of the inhabitants.

Punctually at 8 o'clock Captain Prince Peter, the youngest son of King Nicholas, fired the first shot in the war at the Turkish positions on the hills opposite, the bands meanwhile playing the Royal hymn.

After the Turkish evacuation of Planinitza, the Montenegrins, covered by their guns, advanced to attack the strongly fortified mountain Detchitch commanding the road to Scutari. The Turks at two o'clock in the afternoon landed troops on the shore of Lake Scutari, near the frontier. A battle ensued along an extensive front. The Crown Prince Danilo, who is the commander-in-Chief, and Prince Peter have just returned from the battlefield to consult King Nicholas.

A BULGARIAN ATTACK.

Bulgarian peasants and soldiers attacked and drove out the garrison from the Turkish blockhouse at Kalova on Monday.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

TURKEY AND ITALY.

[illegible], October 10th.

The Porte has despatched a courier to Ouchy with final instructions for the peace pourparlers. It is understood this will bring the negotiations to a close.

LATER.

Many Italian families who were absent from Constantinople during the Turko-Italian war have returned to the Turkish capital.

LATER.

FIGHTING AT BOMBAH.

A message from Rome states that after landing at Bombah, the Italian troops advanced in three columns over difficult country, being stubbornly opposed by the Turks and Arabs all day. The Italians eventually occupied the positions which were their objective, having four men killed and 59 wounded. The Turkish losses were heavy.

THE CHINESE LOAN.

LONDON, October 10th.

Mr. G. D. Faber, Conservative M.P. for Clapham, asked for a statement on the Chinese Loan and whether the Government were hostile to the loan negotiated by Mr. Crisp and why.

Mr. Acland, in replying, recounted the objects of the Six Powers' agreement and said that the principle of the conditions that had been considered essential for any loan must be maintained, but this was not incompatible with any amendments that China might suggest. It was most undesirable to break up the agreement, but there was no intention of maintaining it for the purpose of imposing harsh and unreasonable conditions upon China. The loan in question was opposed because, while the negotiations of the Six Power Group were proceeding, we considered that China was not free to borrow elsewhere, and we (the British Government) were under an honourable obligation to oppose any outside loan. Furthermore, the loan, as far as they were aware, did not afford adequate guarantees for its proper expenditure.

THE ATTEMPTED ASSASSINATION OF THE KING OF ITALY.

LONDON, October 10th.

Reuter's correspondent at Rome telegraphs that the anarchist d'Alba, convicted of an attempt to assassinate the King of Italy in March last, has been sentenced to thirty years' imprisonment, seven of these being solitary confinement.

MR BALFOUR ON MR. WINSTON CHURCHILL.

DELIGHTFUL IRONY.

LONDON, October 10th.

Mr. A. J. Balfour, speaking at Paddington, said Mr. Churchill's speech at Dundee on the 17th ult. was a much-misunderstood masterpiece. It meant that Mr Churchill had returned from his famous Belfast expedition convinced that Home Rule was an absolute impossibility. Clearly he had tried, but fruitlessly, to impress this upon his colleagues, and then made a speech intended to make Home Rule utterly ridiculous.

THE SUNKEN SUBMARINE.

LONDON, October 10th.

The re-floating of the sunken submarine *B2* has been abandoned.

CHINA PLAGUE SERVICES.

The King has been pleased to give and grant unto the gentlemen whose names appear below His Majesty's Royal Licence and authority to accept and wear Decorations which His Majesty the Emperor of China, by an Imperial Edict dated February 6th last, was pleased to confer upon them in recognition of valuable services rendered by them:—

ORDER OF THE DOUBLE DRAGON.

Insignia of the First Class of the Third Grade.

Mr. Dugald Christie, C.M.G., Medical Officer for the Prevention of Plague, Mukden Station.

Insignia of the Second Class of the Third Grade.

Mr. Alexander Russell Young, Medical Officer for the Prevention of Plague, Mukden Station.

Mr. David Dickson Muir, Medical Officer for the Prevention of Plague, Mukden Station.

Mr. Hugh Miller Elder, Traffic Inspector, Chinese Government Railways, Peking-Mukden Line.

Insignia of the Third Class of the Third Grade.

Mr. Robert Thomas [illegible]ley, Adviser, Prevention of Plague, Mukden Station.

Mr. Robert John Gordon, M.A., M.B., B.Ch., of the Irish Presbyterian Mission, late Plague Prevention Medical Officer at Hulan, Heilungchiang.

SUPREME COURT.

Thursday, October 10th.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ (PUISNE JUDGE).

QUESTION OF CONSTRUCTION OF A DEED OF TRUST.

An originating summons for the determining of certain questions under a deed of trust came before his Lordship. The parties were M. P. Talati, D. K. Sethna and A. B. Avasia (plaintiffs) and H. K. Erani (defendant.)

The matter related to a deed of trust dated July 30th, 1874, and made between the several persons or members of the Parsee or Zoroastrian community of Hongkong, and of Canton and Macao, who had contributed $5 and upwards to the fund known as the Zoroastrian Charity Fund of Hongkong, Canton and Macao, of the one part, and D. R. Bisnee, M. S. Horiwalla and R. C. Sethna of the other part.

Mr. C. G. Alabaster and Mr. Eldon Potter, instructed by Mr. H. W. Looker (of Messrs. Deacon, Looker & Deacon), appeared for the plaintiffs; and Mr. F. C. Jenkin, instructed by Mr. G. K. Hall Brutton, for the defendant.

Mr. Alabaster stated that the plaintiffs in the case were most anxious that there should be a shorthand note of the proceedings, as it was obvious in a case of this kind, into which religious elements entered, that there should be an as official report as it was possible to get so that garbled versions of other proceedings should not get into the vernacular press. Therefore plaintiffs had arranged for the attendance of a shorthand writer, and he would ask his Lordship to allow the shorthand writer to be sworn so as to make the transcript as official as it was possible to make it.

Mr. Jenkin said he did not know, on the construction of deeds, that religious elements came into the matter at all. He did not agree to a reporter, as he did not see that one was necessary.

His Lordship—It is entirely a question of construction of this deed, I understand?

Mr. Alabaster—The plaintiffs desire that the arguments should be fully reported, and surely there could be no objection to the shorthand writer being sworn. I can understand my friend's objection. He does not want to say he concurs, as then it might be alleged that he was liable for the costs of the shorthand writer. We are not asking for that; simply for a sworn shorthand note of the proceedings so that it could be referred to in case of any dispute afterwards as to what really occurred. The question of costs could be dealt with afterwards.

Mr. Jenkin—If this is to be purely a luxury on the part of the plaintiffs we have no objection at all, but if my learned friend wants to get the reporter sworn so that we may be mulcted with costs I object. My friend knows that a sworn reporter's notes do not override the notes of the Court.

His Lordship—I don't see what the point is in having him sworn.

Mr. Alabaster—In order to make him an official shorthand reporter so that his report could be used afterwards in case of necessity. By making the note official it could be used hereafter in the event of appeal. Clearly the Court has power to order a shorthand writer to be sworn to take a report. I am not asking for that, but I am asking that he be permitted to be sworn so that the report may become an official report of the proceedings which may be used hereafter if necessary.

His Lordship—I see no objection to the reporter being sworn, but that of course does not make him official in a sense if the other side object.

Mr. Alabaster—It supplements the judge's notes, and that and the judge's notes together must be the only report which is of any value.

His Lordship—I do not agree that by allowing a reporter to be sworn, that in any way makes him official.

Mr. Alabaster—We want a responsible report, and a report which is given on oath has a degree of responsibility about it.

Mr. Jenkin—Possibly the question of cost is going to be a bone of contention between us, and I would like your Lordship to appreciate that we are all here as trustees of a charity. Therefore my submission to your Lordship is that you will make it a condition that this luxury shall be paid for by the three trustees in person. They should not seek to take it out of the trust funds.

Mr. Alabaster—It is very probable that your Lordship will make that ruling, but it is rather hard for your Lordship to bind yourself to make any ruling as to costs before hearing the case.

His Lordship left the matter open, and the reporter was sworn.

Mr. Alabaster said this summons was taken out under Order 54a of the English rules, which had not got its counterpart in the Code of this Colony, but which was brought into effect by virtue of the provisions of section 4 of the Code. That was an order which enabled the Court to deal with questions of construction only, and the Court was asked under that order to construe a certain printed document which contained the rules which purported to govern the Zoroastrian Charity Fund. In the originating summons there were eight questions, and by consent an additional one had been added. They were (1), Whether upon the true construction of the deed of trust and of the rules and regulations comprised therein as subsequently added to or amended, the office of president or secretary (whether in either case substantive or active) could validly be held by one and the same trustee when there were four trustees present in the Colony; (2), Whether and in what events, and to what extent, at all, the office of president and secretary could validly be held by one and the same trustee; (3), Whether the appointment of a president and a secretary from amongst the trustees lies in the hands of the trustees or in the hands of the subscribers to the fund; (4), Whether the decision of the majority of the trustees on questions relating to the management and administration of the trust fund prevails and is the decision of the trustees; (5), Whether in the event of the temporary absence from the Colony of one of the trustees between one annual meeting of subscribers to the fund and another, subscribers are entitled to treat such absence as creating a vacancy and elect another trustee in place of the one temporarily absent; (6), Whether the taking by the trustees or any of them of legal advice as to construction of the deed, or upon questions arising in connection with the management of the fund amounts to "blameable negligence or misconduct in office or any other reasonable cause" within the meaning of rule 22 of the deed; (7), Whether the president can be appointed for a year and by rotation from amongst the trustees; (8), Whether the trustees are bound to observe the directions given to them by the medium of a resolution passed by a majority of subscribers to the fund in general meeting regarding the management or administration of the fund, or the form in which notices or reports are to be sent out or circulated, or as to the documents which should accompany notices or reports or otherwise; (9), Whether upon the construction of rule 3 the trustees without reference to the community can determine the following questions: (a) as to whether bankers' deposit receipts for the fund should be made out in the names of the trustees; (b), where such receipts should be deposited for safe-keeping; (c) the signature for cheques; (d) as to place of meeting and order of business; (e), as to sanctioning disbursements; (e), periodical visits of trustees to estate; (f) what are the arrangements made as to the mode in which the trustees shall carry on their duties.

During the opening Mr. Jenkin raised an objection to the proceedings, and his Lordship intimated that he would give a decision on the point on Tuesday next.

FORMOSAN CAMPHOR INDUSTRY.

From information contained in the report of H.M. Consul at Tamsui on the trade of Formosa in 1911, which will shortly be issued, it appears that the export of camphor (a Government monopoly) showed a decrease of 872,554lbs. last year, the estimated output of refined camphor being 7,267,000lbs. As the result of experiments carried on for five years, the Monopoly Bureau will commence the distillation of camphor from leaves from young camphor trees on a practical scale. Camphor afforestation has been carried on for some time by the Bureau of Productive Industries. The area afforested, now amounting to nearly 10,000 acres, will in the coming financial year be handed over to the Monopoly Bureau, which will in that year plant another 1,200 acres. From the following year, 1913-14, it is intended to plant some 3,000 acres annually with young camphor trees at a cost of $20,000. This is to be continued for 12 years, after which it is estimated that the annual production from this area will be some 6,500,000lbs. of camphor and a like quantity of camphor oil.

RUBBER COMPANY DIVIDENDS.

A special London wire to the *Penang Gazette* dated 28th September gives the following information:—

INTERIMS.

The following interim dividends have been announced:—

The Federated (Selangor) Rubber Coy., Ltd., 30 per cent.

The Glenshiel Rubber Estates, Coy., Ltd. (Selangor), 10 per cent.

Malacca Rubber Plantations, Ltd., 25 per cent.

Bikam Rubber Estate, Ltd. (Perak), 6 per cent.

The Seremban Rubber Estate Coy., Ltd., 10 per cent.

The London Asiatic Rubber and Produce Coy., Ltd., 15 per cent.

The Neboda Rubber and Tea Estates, Ltd. (Ceylon), 3 per cent.

FINALS.

Final dividends have been declared, namely:—

By the Directors of S. S. Bertam Rubber Coy., Ltd., 10 per cent.

The Batak Rabit Rubber Estate, Ltd. (Province Wellesley), 10 per cent.

The Batak Rabit Rubber Estate, Ltd. (Lower Perak), 10 per cent.

The Sungkai Chumor Estates, Ltd. (Perak), 20 per cent.

OPIUM SEIZURE.

IMPORTANT MAGISTERIAL DECISION.

At the Magistracy yesterday Mr. Irving gave his decision in the case arising out of the recent seizure of opium on board the *Yuen Sang*, the Opium Farmer having applied for the opium, and the Revenue Authorities having opposed it.

His Worship said—At the last hearing Mr. Shenton called witnesses in support of his application. Mr. Hodgson, in reply, argued that Mr. Shenton had failed to prove his case and asked to have this point decided before being called upon for his reply. I have thought it advisable to give a written decision. The Farmer has applied to have the forfeited opium delivered to him. It is for him to prove two things. First, that this was not covered by a certificate, and second, that he was not privy to its being brought on board the ship. He has given evidence through the mouths of responsible officers of the farm denying both the issue of the certificate and the privity. He now asks me to decide that he has done all that can be expected in reason of him. He argues that absolute proof is impossible to be given in such a case as this, and that it is for the opposing party to rebut his evidence. The contention of Mr. Hodgson for the Crown is to the contrary. The question at issue resolves itself into this: what sort of proof must be given of the two points, the absence of a certificate and the absence of privity. The evidence offered by the farmer on the latter point appears to me to be all that can be required of him. If he was privy, he was guilty of a wrongful act, and perhaps of a criminal offence. His innocence is not presumable in this connection since the section says he must prove it, but no detailed proof can be expected of him. He swears he was not privy; it is for the opposing party to show that he was privy. The real question now at issue is whether or not proof of a similar formal nature should satisfy me that the opium was not covered by a certificate. In examining this point it must first be noted that the first condition is unqualified by any such words as "to the knowledge of the farmer." It would seem, therefore, to deal with a matter of plain fact, the question of the farmer's complicity or non-complicity being dealt with in the second condition. This argument is supported by a consideration of what opium is covered by a certificate. It is by section 39, "all opium lawfully sold by the farmer." That is to say, it is of opium on which the farmer has made lawful profit, and contrariwise the expression "opium not covered by certificate" is equivalent to the expression "opium on which the farmer has not made a lawful profit," and the latter expression might be substituted for the former in the context without altering the section. Thus the farmer must prove not only his moral innocence, but also that he has not already dealt in and made his profit out of the opium in question. This interpretation appears to agree with the intention of the Ordinance, for opium smuggled out of the country must, assuming the absence of privity, first have been smuggled in by others than the farmer, and the smuggling in of opium by others is in direct opposition to the farmer's interest. It is therefore quite natural that, on the detection of such opium while being smuggled out again, the farmer should have a claim on it to compensate him for the loss which he might have incurred had it been disposed of in the Colony, such risk of loss having to be provided against by the farmer by the upkeep of a costly revenue staff. But if the smuggled opium is certificated opium on which the farmer has already made his profit he has nothing to loss from this export. On the contrary, contraband export traffic in certificated opium must affect him beneficially, since it must swell his sales beyond the amount required for local consumption. Clearly then, there is no reason why he should get a profit out of such smuggled opium when found. It must be for this reason that the Ordinance distinguishes between certificated and uncertificated opium. It follows that the evidence needed to establish this first contention must be of a much more perfect nature than that needed to prove mere absence of privity. It is not enough for the farmer to say "Give me the $25,000 worth of opium because I swear that so far as I know I have not already made my profit out of it." He must prove his contention that it is not certificated up to the hilt as if he were a plaintiff in a civil action. It was argued on behalf of the farmer that it is impossible for him to prove absolutely that the smuggled opium was not covered by a certificate; that to ask him to do so would be to defeat his rights under the section, which must be interpreted in a lenient and equitable manner. But the answer to this contention appears to be that in many cases the proof would be far from difficult (as where smuggled opium was found to differ materially from that dealt in by the farmer). The proof would be easy if the farmer were, by a distinguishing mark able to tell his tins from those sold by the farmer in Macao. The farmer cannot ask to have the section so interpreted as to enable him to win in all cases. The application is dismissed.

Mr. Shenton applied for leave to appeal on law and facts. It might be that he would have to produce the books of the Farmer.

His Worship said he did not think he could grant a re-hearing as he had heard the application.

Mr. Shenton—If I can bring evidence that was not forthcoming at the last hearing.

His Worship—You will have to show good reason why it was not forthcoming.

His Worship granted an application for a re-hearing, but refused to make an order that the opium be held in abeyance.

Mr. Hodgson remarked that the opium was forfeited to the Crown.

THE CHINESE SAILOR.

Apparently there is still a considerable amount of feeling engendered by the competition of the Chinese with British seamen. Thus Mr. Thos. Chambers, general treasurer of the National Sailors' and Firemen's Union, has been explaining to a pressman that in so far as it was devised to give British seamen preference over foreigners on British ships the Government's Merchant Shipping Act of 1906 is a hopeless failure. This observation was made *apropos* of the Cardiff Stipendiary's strictures on the Board of Trade's language test in respect to foreign sailors. "Every day," said Mr. Chambers, "large batches of Chinese seamen are engaged at the London docks and at the other large ports throughout the United Kingdom, to the exclusion of British seamen. The Act of 1906 provided a language test that in practice has proved worthless." He went on to point out that, as British subjects and inhabitants of any British protectorate are excluded from the clause which relates to the language test, Chinese from Hongkong can be passed without undergoing any such test. As a result every seaman of the Celestial Empire who applies for work on a British ship says he was born in Hongkong! "Slipshod administration of the slipshod Act has filled the British mercantile marine with thousands of Chinese who know nothing of the English language, to the detriment of the English-speaking sailors and firemen. Moreover, the language tests by the Board of Trade officials under Section 12 of the Act are absolutely inadequate, and frauds are daily perpetrated in regard to them by Chinese sailors. Coached by their lodging-house keepers, they learn to repeat parrot-like the answers to the usual list of questions, and thus pass into the mercantile service. Sometimes, but by no means frequently, the questions are put to the Chinaman in different order, with the result that some amazing and amusing replies are given by the alleged English-speaking Chinaman. For example, to the question 'What is your age?' the answer comes instantly 'Hongkong.' 'Where were you born?' 'Thirty-three,' or whatever the 'heathen Chinee's' age may be. Chinamen, too, are all so much alike, in addition to the Board of Trade methods being so slack, that one batch may pass their requirements and quite another batch go to join the ship, the latter more frequently than not being totally unable to understand a word of English. In dealing with only the home trade ports the language bar to Chinese and other foreigners is of no practical use, for these can without question join British ships at any port in the world, and this they take advantage of, chiefly in the United States of America.

NAVAL AND MILITARY NOTES.

Fleet Paymaster T. Hayes has been appointed to the *Tamar*, additional, to date September 13th, and Assistant Paymaster S. Orchard, to the same vessel, additional, to date October 15th.

Captain R. B. Otter-Barry, Royal Sussex Regiment, has qualified as a second-class interpreter in Chinese; Second-Lieutenants R. B. Denny and R. L. Moore, Somerset Light Infantry, have passed the preliminary examination in Chinese; Lieutenant G. P. Snedden, Royal Garrison Artillery, in colloquial Cantonese; Lieutenant R. M. Crosse, Royal Garrison Artillery, has passed the third year in Cantonese; Captain A. M. Cardew, Royal Engineers, the first year, and obtained a special mention; and Captain L. U. Unwin, Hampshire, the first year in Chinese.

Major E. W. Comyn, Royal Garrison Artillery, who has recently arrived in Hongkong having has been posted to the command of the Hongkong-Singapore Battalion Royal Garrison Artillery, has latterly been serving in Ceylon. Major Comyn has 25 years' service in the Royal Artillery, and reached his present rank in 1906.

BERLIN'S COLOSSAL CARAVANSARY.

Berlin has a new toy, a truly colossal caravansary modelled on the lines of the giant "apartment hotels" of New York. You cannot build sky-scrapers in Germany, so instead of shooting up forty or fifty storey into the air, the builders of the "Boarding Palace" in Kurfurstendamm have spread it over an enormous area. Nothing in town is nearly so "colossal" except the Police Presidency in Alexander Platz, which is a district by itself. "The Boarding Palace" hopes to end the misery of homeless families and bachelors who have hitherto had to content themselves with precarious existence in a German "pension." It has 600 rooms, with baths, enormous restaurants, coffee-rooms, grills and "American bars," and includes a full-fledged sanitorium and Turkish bath "parlour" among its other attractions. In tune with the tastes of the New Berlin, the interior is the last word in overdone ornateness and gaudiness. For the moment the "Boarding Palace" outshines the Royal Castle and the Hohenzollern Museum as a "sight," and all Berlin is flocking to see it.

EAST AND WEST.

A DISCUSSION ON GENERAL NOGI'S TRAGIC END.

The following letters appear in the *Times*:—

SIR,—The tragic end of Count Nogi and his wife reminds me of another, perhaps less heroic but equally striking, illustration, within my own personal experience, of the gulf which in some essential respects divides the East from the West.

Some 15 years ago there were few more interesting figures in the London *Corps Diplomatique* than the Chinese Minister, Lo Fung-luh. Educated in the West, he had acquired an almost encyclopædic knowledge of Western, and especially of English, literature. He was a fine Shakespeare scholar, and he was as familiar with Chaucer as with Herbert Spencer and John Stuart Mill. It was he who composed for his patron, Li Hung-chang, the remarkable series of speeches which astonished the British public during that statesman's visit to England by their liberal and lofty philosophy. If his practice sometimes fell short of the ideals he admired, the explanation may be found in the bold reply he is said to have made to Li Hung-chang on one occasion when his patron rebuked him: "Your Excellency must not lay the blame for my shortcomings on my Western education, for I had to leave the best of all I had learnt in the West outside your Yamen door when I entered your Excellency's service."

Lo Fung-lun had a grim sense of humour, which never deserted him until the very end. He succumbed ultimately over here to a painful and well-nigh incurable disease. I had been abroad for some time, and, hearing he was very ill, I called upon him as soon as I got home. For I had made his acquaintance in Peking, and had been on very friendly terms with him. I was told at first that he received no one, but I pressed to have my card sent in to him, and was presently taken up to his bedroom. With a curious whimsical smile on his drawn face he asked me to take a seat and "kindly wait for a few moments until I have done with this gentleman." He was lying on a low couch, and he pointed to a wizened little Chinaman who was crouching beside him on the ground over a smoking brazier. For about five minutes the Chinese medicine man continued to chant in a shrill nasal voice, whilst from time to time taking up a pinch of ashes from the brazier and sprinkling them over different parts of Lo Fung-luh's body with strange passes and incantations. He thereupon kow-towed three times and retired. "I thought, my dear friend," Lo Fung-luh then said to me, "it might interest you to see how a Chinaman, steeped in your Western literature, saturated with your Western science and philosophy, dies—a Chinaman!" He was too ill to talk much, and a few weeks later he was dead. He had consulted many European specialists, but I believe he had always shrunk from carrying out their advice.

I shall never forget this weird and pitiful scene, enacted in the heart of London, nor the pathos and sincerity of the lesson which it was meant to convey.—Yours obediently,

VALENTINE CHIROL.

Queen Anne's Mansions, S.W., September 14th.

SIR,—Will you allow me to say a word on Sir Valentine Chirol's letter on this subject in *The Times* of September 16th, a letter of the highest interest and value from the authority of the writer? Sir Valentine finds in Count Nogi's death a striking illustration of the gulf which divides the East and the West. May I venture to say, with all respect for his opinion, but with all confidence, that both in the case of Count Nogi and also in the case of Lo Fung-luh I find a fundamental law of humanity common to East and West? The philosophers of Grecian civilization, both Stoics and Epicureans, were at one in their belief that among many evil gifts the gods had granted man one good gift—the power to take his own life. They differed only in their judgment of the reasons which might justify or demand the exercise of the power. Roman civilization publicly manifested its adherence to Grecian philosophy on the day when—

Her last great man dejected Rome adored,
And honoured Cæsar's less than Cato's sword.

The bodily fulfilment of the spiritual principle in the case of Count Nogi surely finds analogy in the case of the Roman matron who handed to the husband the dagger with which she had stabbed herself, saying, "It does not hurt, my Pactus." And surely the spirit of humanity that encouraged the Eastern customs of *harakiri* and *suttee* is the same spirit that finds general expression in the Western boast, Death before Dishonour, and found particular expression in the words of an Indian political officer who, setting out on frontier duty, handed a revolver to his wife with the parting phrase, "If they come, shoot the child first and then shoot yourself."

Lastly, may I not, with all reverence, ask the Christian world whether the bodily fulfilment of the spiritual law of self-sacrifice was not consecrated by Divine authority in the central fact of Christianity of which the Cross is the symbol?

I am, Sir, yours faithfully,

CHARLES BRUCE.

Arnot-Tower, Leslie, Fife, Sept. 17th.

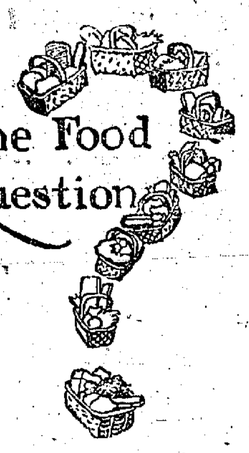
TYPHOON WARNING.

The telegram quoted below was received at the American Consulate General, Hongkong, from the Manila Observatory at 1.15 p.m. yesterday:—

"Cyclone or typhoon near or over Balintang Channel moving W.N.W."

INTIMATIONS

LOTUS BRAND
MOKHA
COFFEE.



There is no Other Coffee Equals
"LOTUS."
OBTAINABLE EVERYWHERE.
H. RUTTONJEE
& SON,
Wine and Provision Merchants.
153

Chs. J. Gaupp
& Co.,
ALEXANDRA BUILDINGS,
CHATER ROAD.

Always have on hand a very large & late stock of
SCIENTIFIC AND
SURVEYING INSTRUMENTS
Transits, Levels, Plane Tables, Prismatic and Sight Compasses, Hand Levels, &c., &c.)
also
DRAWING INSTRUMENTS
AND MATERIAL
(T-Squares, Set Squares, Straight Edges, Scales, Inks, &c., &c.)

AGENTS FOR—
W. F. STANLEY & Co., LTD., LONDON.
E. R. WATTS & SON, LTD., LONDON.
45

OUR STUDY OF THE EYE

and its anatomy and our long experience in correcting defective vision enable us to tell beyond doubt if your eyes will be benefited by wearing glasses.

Our method of testing is scientific and accurate. If you do not need glasses we will tell you so. If you do need glasses we can supply and fit them at extremely moderate prices.

MAKE CERTAIN.
WE WILL TELL YOU.

CLARK & Co.
SCIENTIFIC OPTICIANS
YORK BLDGS. CHATER RD HONGKONG
75

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS *only, special business matter* THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

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P.O. Box, 33. Telephone No. 12.
Telegraphic Address: PRESS.
Codes: A.B.C. 5th Ed., Lieber's.

NEW ADVERTISEMENTS

FIRE INSURANCE ASSOCIATION OF HONGKONG.

NOTICE IS HEREBY GIVEN that all FIRE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS on MONDAY, the 14th instant.

By Order,
A. R. LOWE,
Secretary.
Hongkong, 11th October, 1912. [1203

MARINE INSURANCE ASSOCIATION OF HONGKONG.

NOTICE IS HEREBY GIVEN that all MARINE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS on MONDAY, the 14th instant.

By Order,
A. R. LOWE,
Secretary.
Hongkong, 11th October, 1912 [1204

WANTED.

BY a German Firm, a GENERAL OFFICE ASSISTANT, with perfect Knowledge of the German and English languages. Applicants with experience in Import or Export Business preferred.

Apply to—
"A. B.,"
Care of "Daily Press" Office.
Hongkong, 11th October, 1912. [1199

TO LET.

NOS. 3 and 4, DURBAR VILLAS, Kowloon, from the 1st November.

Apply to—
SPANISH DOMINICAN PROCURATION.
Hongkong, 11th October, 1912. [1200

TO LET—FURNISHED.

FIVE-ROOMED BUNGALOW with Large Garden in Nathan Road, Kowloon.

Apply to—
PERCY SMITH, SETH & FLEMING,
5, Queen's Road Central.
Hongkong, 11th October, 1912. [1201

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"DELTA,"
Arrived Hongkong on 10th Oct., 1912.
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex s.s. "Marmora."
From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees' and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

H. W. D. SHALLARD,
Acting Superintendent.
Hongkong, 10th October, 1912. [1

S.S. "MAGELLAN."
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Breton" from Bordeaux ex s.s. "Ville de Constantine," in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and or extra hazardous Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 16th inst. at Noon will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 18th inst., or they will not be recognized.

All damaged packages will be examined on the 16th inst., at 3 P.M.

No Fire Insurance has been effected.

P. THOMAS.
Agent.
Hongkong, 9th October, 1912. [2

NEW ADVERTISEMENTS

PUBLIC AUCTION.

MR. GEO. P. LAMMERT has received instructions to Sell by PUBLIC AUCTION,

On TUESDAY,
the 22nd October, 1912, at 3 P.M., at his Sales Rooms, Duddell Street,
The following
VALUABLE LEASEHOLD PROPERTY,
LOT 1—Nos. 19, 21, 23 and 25, Shelley Street, Victoria, Hongkong.
LOT 2—Kowloon Inland Lot No. 1179.
and
LOT. 3—Kowloon Inland Lot No. 1180.

Particulars and Conditions of Sale may be had from the Vendor's Solicitors.

DEACON, LOOKER & DEACON,
1, Des Voeux Road Central,
Hongkong,
and also from the Auctioneer.
Hongkong, 11th October, 1912. [1202

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLEDI,"
FROM LEITH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 24th inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 10th October, 1912. [1197

EAST ASIATIC COMPANY, LTD., COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Steamship
"INDIEN,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 17th Oct. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th Oct., at 9.30 A.M.

All Claims must reach us before the 24th Oct., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

MELCHERS & Co.,
Agents.
Hongkong, 10th October, 1912. [1205

BANK HOLIDAY.

IN Accordance with Ordinance No. 5 of 1912 the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS on MONDAY, the 14th instant.
Hongkong, 10th October, 1912. [1192

KOWLOON-CANTON RAILWAY
(BRITISH SECTION).

SATURDAY TIFFIN TRAIN.

THE Accommodation on this Train being strictly limited the Public are again requested to Assist the Management by Booking their Seats in advance, which may be done either by Telephone or by letter. No seats will be reserved after 10 o'clock A.M. on SATURDAY Mornings.

MONDAY, 14th October, being a General Holiday, Trains will run as on Sundays.

By Order,
H. P. WINSLOW,
Manager.
Telephone No. K. 43.
Kowloon, 9th October, 1912. [1193

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., will be held at the Registered Office of the Company, Hotel Mansions, Victoria, Hongkong, on the Fifteenth day of OCTOBER, 1912, at 12 o'clock NOON, when the subjoined Resolution will be proposed, viz.:—

That the regulations contained in the printed document submitted to the Meeting, and for the purpose of identification subscribed by the Chairman thereof, be and the same are hereby approved, and that such regulations be and they are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof.

Should the Resolution be passed by the required Majority, it will be submitted for confirmation as a Special Resolution to a Second Extraordinary Meeting which will be subsequently convened.

A copy of the New Regulations may be seen at the Registered Office of the Company.

By Order of the Board of Directors,
W. E. CLARKE,
Secretary.
Dated the 18th day of September, 1912.
[1096

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN Co. undertake every description of lighter work, including transhipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled and specially low rates quoted for large qua

423

INTIMATIONS

LANE, CRAWFORD & Co.

(TELEPHONE 97.)

SPORTS SEASON 1912-13 SPORTS

FROM $3.75 FOOTBALLS TO $10.00 each.

THE GENUINE "McGREGOR" AS USED IN INTERNATIONAL MATCHES $10.00 EACH.

FROM $6.00 each. CRICKET BATS FROM $6.00 each.

BY
STUART SURRIDGE, SPALDING AND GRADDIGE,

$1.00 to $4.50 CRICKET BALLS $1.00 to $4.50

LEG-GUARDS, GAUNTLETS, BATTING GLOVES.

From $3.00 HOCKEY STICKS From $3.00

BY
SLAZENGER, JAQUES AND BUSSEY,

HOCKEY BALLS, SHIN-GUARDS, RUBBER RINGS.
KNEE CAP BANDAGES WITH FELT PADS.

A LARGE SELECTION OF
TENNIS RACKETS, BALLS, ETC.

From $3.75 GOLF CLUBS From $3.75

BALLS, CADDY BAGS AND ACCESSORIES.

SPECIAL RATES TO CLUBS.

LANE, CRAWFORD & CO.

[51

PUBLIC COMPANY

CANTON INSURANCE OFFICE, LTD.

NOTICE TO SHAREHOLDERS.

THE THIRTY-FIRST ORDINARY MEETING of SHAREHOLDERS will be held at the Offices of the Undersigned on WEDNESDAY, the 23rd OCTOBER, 1912, at NOON.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 23rd October, 1912, both days inclusive.

JARDINE, MATHESON & Co., LTD.,
General Agents.
Hongkong, 1st October, 1912. [1162

WANTED

WANTED.

AN ENGLISH MISTRESS for the DIOCESAN BOYS' SCHOOL.

Apply to—
THE HEADMASTER.
Hongkong, 10th October, 1912. [1194

WANTED.

LADY ASSISTANT Wanted by the ROBINSON PIANO Co., LTD. Progressive Salary. Some Musical Knowledge desirable.

Apply to—
ROBINSON PIANO Co., LTD.
Hongkong, 20th September, 1912. [1106

WANTED.

BY MARRIED COUPLE (English), to SHARE FURNISHED HOUSE at THE PEAK or on the Higher Levels.

References furnished if necessary.

Apply to—
"CONFIDENTIAL,"
Care of "Daily Press" Office.
Hongkong, 10th September 1912. 1067

SITUATION WANTED.

BRITISHER, 32, with 8 years' experience in North China, speaks Mandarin, desires position as JUNIOR OFFICE ASSISTANT, TIMEKEEPER, OVERSEER, or any like position; Good Penman and Temperate. References. Moderate Salary.

Apply— "C. H.,"
Care of "Daily Press" Office.
Hongkong, 4th October, 1912. [1177

STOLEN.

BRINDLE BOSTON BULL TERRIER DOG. Face Half White, Half Brindle. Reward $50.

Apply to— G. K. H. BRUTTON,
Bank Building.
Hongkong, 7th October, 1912. [1183

G. R.

GOVERNMENT NOTIFICATION No. 8332.

IT IS HEREBY NOTIFIED that SEALED TENDERS, which should be clearly marked "TENDER FOR MEDICAL DEPARTMENT CONTRACT," will be received at the COLONIAL SECRETARY'S OFFICE until NOON of THURSDAY, the 31st October, 1912, for the Supply of Aerated Waters; Bedding and Clothing; Beers, Spirits, Wines, etc.; Spirit of Wine; Chemicals Drugs, Surgical Instruments and Sundries; Furniture, etc.; Milk, etc.; Provisions; Sundries; and Washing (Schedules Nos. 1 to 10) required locally by this Department, for the period of one year from the 1st of January next.

For form of Tender apply at the Colonial Secretary's Office. All other information may be obtained from the Principal Civil Medical Officer at the Civil Hospital.

J. BELL,
Principal Civil Medical Officer.
Medical Department,
Hongkong, 4th October, 1912 [1182

BANKS

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York
LONDON OFFICE 36, Bishopsgate, E.C.

BRANCHES:—

Bombay	Kobe
Calcutta	Manila
Canton	Mexico
Cebu	Panama
Colon	Peking
Empire	San Francisco
Hongkong	Shanghai
Hankow	Yokohama

CAPITAL AND RESERVE ... $6,800,000 about £1,400,000
EVERY DESCRIPTION OF BANKING BUSINESS transacted.
CURRENT ACCOUNTS opened on the usual terms.
DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum, or for shorter periods, at rates which may be ascertained on application.
BILLS NEGOTIATED and COLLECTED.
MAIL and TELEGRAPHIC REMITTANCES made.
LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World.
THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.
COMMERCIAL LETTERS OF CREDIT issued.
PURCHASE and SALE of Stocks and Shares effected.
TRAVELLERS' CHECKS sold and cashed.

GEORGE HOGG,
Manager.
9, Queen's Road,
Hongkong, 30th July, 1912. [844

THE BANK OF TAIWAN, LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital .....Yen 10,000,000
Capital Subscribed (paid up) ...Yen 6,250,000
Reserve Fund .....Yen 2,620,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENCIES:

Amoy	Swatow	Tainan
Anping	Kobe	Tamsui
Canton	Nagasaki	Tokyo
Foochow	Osaka	Yokohama
Keelung	Shanghai	

HONGKONG OFFICE:
3, DES VŒUX ROAD.

Interest allowed on Current Accounts Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager.
Hongkong, 1st May, 1911. [637

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimun Monthly Balances at 3½ per cent. per annum.

Depositors may transfer at their option balance $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.
N. J. STABB,
Chief Manager
Hongkong, 1st July, 1911. [2

BANKS

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL	... ...	£1,500,000
SUBSCRIBED	,, ...	1,125,000
PAID UP	,, ...	562,000
RESERVE FUND	... ...	365,000

HEAD OFFICE:
40, Threadneedle Street,
LONDON, E.C.
BRANCHES:

Bombay,	Kandy,
Calcutta,	Galle.
Howrah,	Singapore.
Delhi,	Penang.
Madras,	Kota Bahru, Kelantan.
Karachi,	Kuala Lumpur, F.M.S.
Rangoon,	Hongkong.
Colombo.	Shanghai.

AGENTS IN JAPAN:
Messrs. JARDINE, MATHESON & Co., LTD.

BANKERS:
BANK OF ENGLAND.
LONDON JOINT STOCK BANK, LTD.

Every description of Banking and Exchange business transacted. Stocks, and Shares bought and sold on account of Constituents. Letters of Credit granted on Agents and Correspondents all over the world.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

F. C. MACDONALD,
Manager.
Hongkong, 7th September, 1912. [909

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID UP CAPITAL	...£1,200,000
RESERVE FUND...	...£1,650,000
RESERVE LIABILITY OF PROPRIETORS	...£1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON,
Manager.
Hongkong, 12th April, 1912. [133

NEDERLANDSCH-INDISCHE HANDELSBANK.
(NETHERLANDS INDIA COMMERCIAL BANK).

ESTABLISHED 1863.

Authorised Capital Fl. 15,000,000 (£1,250,000)
Paid up Capital Fl. 14,905,350 (£1,242,112)
Reserve Fund Fl. 5,022,161,27 (£418,513)

HEAD OFFICE: AMSTERDAM.
HEAD AGENCY: BATAVIA.

LONDON BANKERS
THE WILLIAMS DEACONS BANK.
SWISS BANKVEREIN.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:—

12 months 4% per annum.
6 do. 3½% do.
3 do. 3% do.

E. J. H. VAN DELDEN, Acting Manager,
No. 8, Des Voeux Road Central.
Hongkong, 7th August, 1912. [22

THE YOKOHAMA SPECIE BANK LIMITED.

AUTHORISED CAPITAL.....	Yen 48,000,000
PAID-UP CAPITAL.....	Yen 30,000,000
RESERVE FUND.....	Yen 17,850,000

HEAD OFFICE—YOKOHAMA.
Branches and Agencies at

Antung-Hsien	Liao-Yang	Ryojun (Port Arthur)
Calcutta	Ryojun	
Bombay	London	San Francisco
Changchun	Lyons	Shanghai
Dairen (Dalny)	Nagasaki	Tiehling
Fengtien (Mukden)	Newchwang	Tientsin
Hankow	New York	Tokyo
Honolulu	Osaka	
Kobe	Pekin	

INTEREST ALLOWED ON CURRENT ACCOUNTS Deposits received for fixed periods at rates to be obtained on application.

TAKEO TAKAMICHI,
Manager,
Hongkong, 3rd October, 1912. [443

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL $15,000,000
RESERVE FUNDS:—
STERLING
£1,500,000 at 2/—$15,000,000
SILVER $17,000,000
$32,000,000
RESERVE LIABILITY OF PROP'TORS $15,000,000

COURT OF DIRECTORS.
E. SHELLIM, Esq.—Chairman.
F. H. ARMSTRONG, Esq., Deputy Chairman.

S. H. Dodwell, Esq.	F. Lieb, Esq.
Andrew Forbes, Esq.	W. L. Pattenden, Esq.
G. Friesland, Esq.	Hon. Mr. C. H. Ross.
C. S. Gubbay, Esq.	H. A. Siebe, Esq.
G. R. Laureus, Esq.	

CHIEF MANAGER:
Hongkong—N. J. STABB.

ACTING MANAGER:
Shanghai—A. G. STEPHEN.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS.
For 3 months, 2½ per cent. per Annum.
For 6 months, 3½ per cent. per Annum.
For 12 months, 4 per cent. per Annum.

N. J. STABB,
Chief Manager.
Hongkong, 22nd August, 1912. [19

ENTERTAINMENT

BIJOU SCENIC THEATRE
(FLOWER STREET).

TO-NIGHT! AT 9.15 P.M. TO-NIGHT!

ANOTHER GRAND PROGRAMME OF ALL NEW PICTURES.

NAVAL REVIEW AT SPITHEAD.
THE KING OPENS NEW DOCK AT GRIMSBY.

INDIAN PRIDE,
AMERICAN DRAMA (Art).
OFF WITH THE OLD LOVE,
BY NICK WINTER.
AND
Miss ADA ROWLEY,
"WHEN THE FIELDS ARE WHITE WITH DAISIES."
Just the Church Bells Chime.

Hongkong, 9th October, 1912. [1167

AUCTION

PRELIMINARY NOTICE.

WE are favoured with instructions to Sell by PUBLIC AUCTION,
On or about the 25th inst.,
THE WELL-KNOWN PROPERTY,
BROCKETT'S HOTEL,
Standing in its own Compound.

The Hotel is very commodious and has been repaired lately.

Also
The whole of the FURNITURE contained in the Hotel.

Further Particulars and Catalogues will be circulated later.

H. S. BRAND & Co.,
Auctioneers.
Foochow, 5th October, 1912. [1196

FOR SALE

FOR SALE.

THREE Second-hand "HIRNANT" steam-driven Air Compressors, in good condition and running order. Stroke 24 inches, Diameter of Steam Cylinder 14 inches, Diameter of Compressor 16 inches. Delivery in Straits Settlements.

For full particulars communicate—
Box 189,
Care of Straits Times Press, Singapore.
[1107

STOCKTAKING SALE

(FOR ONE MONTH ONLY).

SILK FANCY GOODS

of all kinds

AT EXTREMELY LOW PRICES.

BARGAINS! BARGAINS!! BARGAINS!!!

D. CHELLARAM,
56, Queen's Road.
Hongkong, 7th October, 1912. [1183

KOMOR AND KOMOR

ART AND CURIO EXPERTS,

BEG TO ANNOUNCE THAT THEIR

ART EXHIBITION

IS NOW OPEN IN

ALEXANDRA BUILDINGS,

OPPOSITE
Messrs. WM. POWELL, LTD.

An Inspection is Cordially Invited.

EXPERT PACKERS: Goods Packed Insured and Forwarded to all Parts of the World.

Hongkong, 8th October, 1912. [1189

CHEESE!

EXTRA CHOICE

CANADIAN STILTON

60 CENTS PER LB.

THE
DAIRY FARM CO., LTD.
[30

JUST UNPACKED!
"CLYTIE"
LATEST SHAPES.

IMPROVED SHAPE. SANITARY HAIR GOODS.

Frizettes, Waved Mohair and Crepe, Hair Rolls,
Hair Frames, New Turban, Round Bun Frame,
Watch Spring Frames.
Light Brown, Mid Brown, Dark Brown and Black, and Baudean and Elegant Effective Hair Ornament.

HOOSAIN-ALI & Co.,
No. 14, Queen's Road Central,
Corner of Zetland Street, Hongkong.
Hongkong, 13th September, 1912. [50

Gaddes Palmer & Co.
The Wine Merchants of the East

NAPIER - - JOHNSTONE'S

"SQUARE BOTTLE"
WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.
BEWARE OF IMITATIONS.
SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS.
[62

For Household Use—
To use it is the best, most simple and most comfortable way of ironing. Independent of stove and gas, it can be used anywhere. *Non-inflammable* fuel without noxious fumes. No risk from fire; healthier and safer than any other iron.
For light work and travelling only. The "DALLINETTE," a smaller "Dalli."
For general household work use the "Dalli."
Women of all Nations
USE THE DALLI
Of all Storekeepers.
Stocked by The Sincere Co., Ltd., Des Voeux Rd., and Queen's Rd., Central, Hong Kong. Also at Canton.
Beware of worthless imitations.
1198-A

When on the Sick-list

a man's usefulness and enjoyment of life are about nil. He feels perhaps a burden to himself and a trouble to others. The cheerfulness natural to him is sadly overcast by the depression caused by continual indisposition. The sun of Good Health lies behind a black cloud, and before the warm rays can again rejoice him, that cloud must be dispersed. If such is your experience you should

Take

steps to ensure an immediate return of health and strength. This means that you should put your digestive organs in perfect order—cleanse the liver—regulate the bowels and kidneys—purify the blood—tone up the nervous system. To effect this thoroughly and completely you should put yourself through a course of that medicine which has proved of such exceptional value in so many cases—namely

Beecham's Pills

Sold everywhere in boxes, price old. (56 pills), 1/1½ (56 pills) and 2/9 (168 pills).
170-3

CHAPOTEAUT'S
MORRHUOL

Superior to Emulsions or Cod Liver oil.
Each tiny Morrhuol capsule represents the medicinal value of a teaspoonful of oil.
Recommanded at the Paris Academy of Medicine, for loss of appetite and flesh, to patients with consumptive tendencies.
Sold in bottles of 100 Capsules.
Sold by all Chemists.
113-5

THE PANAMA DUES AND COASTWISE TRADE.

THE PANAMA DUES AND COASTWISE TRADE.

AN AMERICAN SHIPOWNER'S VIEWS.

The following letter appears in *The Times*:—

SIR,—On account of the intense feeling that has been aroused in this country, and the absence of the proverbial British reputation for fair play, a decision having been arrived at before hearing both sides of the question, many pages have been printed, but in none have I seen the American side given. I need not give the British side, as it has been printed many times, and the public are familiar with it. The object for writing this is not for controversy, but first to give a plain statement of facts, and second to endeavour to promote peace and good will between the two nations. I believe that our diplomats will settle the question, but if they fail I would be in favour of submitting it to The Hague. It is not, however, a matter for that tribunal to decide, as it is purely a domestic matter in which Great Britain is not interested.

The vessels which will be permitted to go through the Canal free of tolls will only be those engaged in the coastwise trade, and as only American owned vessels are permitted to engage in this trade, then it follows that foreign nations cannot be interested, as they are prohibited from engaging in this trade by a law which antedates the Hay-Pauncefote Treaty by many years. The spirit of the Treaty was that we shall not discriminate against British ships. How can there be discrimination when it is impossible for British ships to engage in this trade? The discrimination is in prohibiting British ships from engaging in coastwise trade, not in allowing American ships to go through free. American ships engaged in the foreign trade as the law stands at present must pay the same tolls as British ships, and according to the Treaty this is right; but strange as it may appear the American shipowners are not directly interested in free tolls coastwise, it is the American public, as any tolls put on will just increase the rate of freight to that extent, and far more important than all this is the fact that the transcontinental railroads will also increase their tariff to the amount of the tolls, so that it is far-reaching, and explains more fully the American contention that it is a local internal affair, and not an international one, hence the reason Mr. Taft has stated that it is not a case over which The Hague has jurisdiction. The railroads maintained a strong lobby in Washington all last session, headed by two of their ablest men, to endeavour to get as high tolls as possible put on coastwise ships. They were naturally not interested in rates charged on ships engaged in the foreign trade. The contention has been made that by passing the coastwise ships through free it would increase the tolls on foreign ships. There is no expectation in America that the Canal will be an interest-paying investment for many years to come. Congress anticipated this, and they direct that "we shall try to get tolls sufficient to pay the working expenses only." If they do that they will do well. Furthermore, this Canal is like any other commercial enterprise that must meet the world's competition. The Suez Canal are rapidly coming down in their rates in anticipation of this competition. Then there are still open the waterways that we are using now, so that the United States will be compelled to make the tolls low enough, otherwise they will find themselves with a canal on their hands, and few ships going through it; and seeing that they are determined to make it a success, the only way this can be done is by meeting any and all competitions by making the rate reasonable and low enough to get the traffic. Then there is talk here of boycotting America, and a member of Congress said the only way to arbitrate this question was by the sword. Verily, the fools are not all dead yet.

I need not go into the question of the exclusion of railroad-owned ships from passing through the Canal, as that is of local interest only, and is necessary to prevent the railroads from getting complete control of the coastwise traffic that would go through the Canal, thereby raising the rates overland. The question has often been asked to define what is coastwise. It is trading between ports from which all vessels are excluded except American bottoms. The Philippine Islands trade to the United States is open to the world.

You published a letter the other day in which your correspondent tried to show that the lumber trade of British Columbia would be ruined by free tolls. He omitted or did not know of an important factor in this connection; that is, that there is a duty of 5s. per thousand superficial feet against Canadian lumber coming into the United States. I will give you some figures which will show that British vessels will continue to do business at the old stand, and, inasmuch as I own British and American vessels and am engaged in the timber trade, I am able to give you the data correctly; and, as this is a criterion for all other trades and commodities, it should convince British shipowners that they have nothing to fear from American ships, either coastwise or foreign.

Timber ordinarily can be bought in British Columbia as cheap as on Puget Sound, so we have only the transportation tolls and duty to consider.

The cost of building a 9,000-ton d.w. capacity tramp steamer in Great Britain at the present high price is	£70,000
Five American vessels are being built on the Delaware of the same size for, each	142,000
A difference of	£72,000
The difference in the cost of operating a 9,000-ton American *versus* a British ship is per annum	£3,650

WM. POWELL, LTD.

TELEPHONE 346.

DELIVERY OF
SEASON'S CARPETS
SEAMLESS SQUARES.
IN ALL SIZES.

EXCLUSIVE DESIGNS
JORIAN RUGS.
IN PLEASING ORIENTAL PATTERNS.
PRICES MODERATE.
[676

Then, as the first cost is £72,000 more, provision must be made on this amount for 5 per cent. interest, 6 per cent. insurance, and 5 per cent. for depreciation; 16 per cent. in all, which amounts per annum to	11,520
	£15,170
And, as the trip from British Columbia to, say, New York and Philadelphia will consume about a quarter of a year, that amount is chargeable against the American ship for the voyage (round sum)	£3,792
The vessel would carry 4,000,000 superficial feet at 30s. This rate I assume would be a fair one for a British ship	6,000
Total cost to the charterer if carried on an American steamer	£9,792
Then allowing the British steamer the same rate as the American steamer, 30s. for 4,000,000 superficial feet	£6,000
Canal tolls, say, 81 per net register ton	800
Import duty into the United States, 5s. per 1,000 superficial feet	1,000
	£7,800
Being a difference in favour of carrying the cargo in a British ship, which is about 20 per cent.	£1,992

All other commodities carried in British *versus* American ships will be affected in the same proportion. So I trust that the calamity howlers, who claim that British Columbia will be ruined, instead of dealing in generalities will get down to hard facts and cold figures. I need hardly add that after the Canal is open any lumber we sell on the eastern seaboard of the United States will be bought in British Columbia and carried in British steamers. I dislike very much to give business secrets away, but I am doing it only with the hope that an amicable understanding may be arrived at and the good feeling and friendly relations may be re-established and a closer union between all the English-speaking people of the world, and I hope and trust that the people on both sides of the Atlantic will endeavour to bring about this much-to-be-desired condition.

ROBERT DOLLAR.

Glasgow, September 10.

THE RECENT CRUISE OF THE ZEPPELIN AIRSHIP.

VISIT TO DENMARK.

The Zeppelin airship *Hansa* on the 19th ult. made her twice postponed cruise from Hamburg to Copenhagen. Carrying 14 passengers, including Count Zeppelin and ten citizens of Copenhagen, the airship left Hamburg just before 4 o'clock in the morning, flew over Gjedser, the southern point of the island of Falster, about half-past 7, and alighted in the Aerodrome of Copenhagen shortly after 11 o'clock. She carried the Danish flag fore and German flag aft.

Count Zeppelin met with a warm reception from the large crowd in the Aerodrome, and replied briefly to the congratulations of Colonel Tuxen, President of the Danish Aeronautical Society. The airship then flew over the sound to Malmö, where she turned south towards Hamburg.

The arrival of the airship at Copenhagen was witnessed by the men of the British Squadron who were visiting Copenhagen and was heartily cheered. The speed from Hamburg was 40 kilometres an hour, but this was made against a contrary wind. Count Zeppelin did not leave the airship, and took luncheon while waiting for the arrival of the passengers who were to accompany him. He left with 12 persons on board at 11.35 a.m., the ship, amid cheers, crossing the Sound to the Swedish town of Malmö; thence he continued his return journey without stopping and reached Hamburg at 4 p.m.

FORGED NOTE SENSATION AT RANGOON.

PASSED ON BOOKMAKERS.

A sensation was caused at the races recently by the passing of four forged currency notes for Rs. 1,000 each, by four persons of different nationality, to four bookmakers.

The sensation was intensified to-day by the arrest of W. G. Henderson, Inspector of Excise, son of the late Superintendent of Police, who is charged with being responsible for passing them. The forged notes are very fine specimens, all dated October 10th, 1907, and appear to have been made by a photographic process.

In this connection the following extract from a London paper is of general interest:—

A question of great interest to bankers and the commercial community concerning the possibility of successfully reproducing in facsimiles, by a new photo-mechanical process, bank-notes, bonds, and scrip, is raised by two exhibits which are shown for the first time at the exhibition of a Royal Photographic Society of Great Britain at the gallery of the Royal Society of British Artists, Suffolk-street.

The results achieved by the new process, which is the invention of Mr. A. E. Bawtree, F.R.P.S., were described by Mr. J. McIntosh, the Secretary of the Society.

"By Mr. Bawtree's method engravings, no matter how old, can be exactly copied, and the whole of the ink of the engraving can be transferred without the use of the lens, to a glass plate, from which copper or steel plates can be made. These etched plates can be used in conjunction with a copper-plate printing press to produce any number of copies.

"One of Mr. Bawtree's exhibits show an engraving, some twenty years old, from which the ink has been removed by the new process. A copper-plate was made, and the print was obtained from that plate. Then there are reproductions of geometric designs such as are used for the ground-work of bank-notes, cheques, scrip and other monetary documents placed side by side with the originals.

"The reproductions are so exactly similar to the originals in size, strength of colour and line, and all details, that there are grounds for fearing the new method, if it becomes known, as it is sure to be, will prove a great source of danger unless those who are responsible for the issuing of bank-notes, cheques, scrip and bonds in their turn adopt some new method for the prevention of forgery. The details of the process are, of course, not being made public, but they are stated to be of extreme simplicity, calling for neither great manipulative skill nor expensive apparatus."

THE NEW FRENCH REMEDY.
THERAPION No. 1
CURES DISCHARGES, EITHER SEX, WITHOUT INJECTIONS.
THERAPION No. 2
CURES BLOOD POISON, BAD LEGS, SKIN ERUPTIONS.
THERAPION No. 3
CURES CHRONIC WEAKNESSES, DRAINS, LOST VIGOR, &c.
SOLD BY LEADING CHEMISTS. PRICE IN ENGLAND, 2/9
SEND STAMP ADDRESS ENVELOPE FOR FREE BOOK TO DR. LE CLERC MED. CO. HAVERSTOCK RD, HAMPSTEAD, LONDON, TRY NEW DRAGEE (TASTELESS) FORM OF THERAPION
A CURE FOR YOU
EASY TO TAKE SAFE AND LASTING CURE.
SEE THAT TRADE MARKED WORD 'THERAPION' IS ON BRIT. GOVT. STAMP AFFIXED TO ALL GENUINE PACKETS.
INSIST ON HAVING THERAPION.
175

THANKS!

IF you do require a GOOD MEAL just drop into the ALEXANDRA CAFÉ.
You can sit down without charge (i.e. Table Money). We have the most complete arrangements for Ladies and Best Attendance on all.
There is only ONE BREAD, and that is made by the ALEXANDRA CAFÉ.
Hongkong, 16th September, 1912. [1089

GRACA & CO.
PEDDER ST. (Hongkong Hotel Building).
Dealers in
POSTAGE STAMPS, PICTORIAL POST CARDS, CIGARS, BOOKS, TOYS, &c.
Just Received a Fine Selection of
FLOWER AND VEGETABLE SEEDS.
[1152

M. B. FOSTER & SON'S
PILSENER BEER.
Brewed and Bottled in Germany.
FIRST QUALITY.
ASK FOR "BUGLE BRAND."
GARNER, QUELCH & Co.,
SOLE AGENTS.
TELEPHONE 536. [128

Before going out drink a cup of
Van Houten's Cocoa
It fortifies the system against fatigue and strengthens the nerves.
A delicious beverage.
Cheap because a little goes a long way.
Ask your grocer for a sample
802-4

TO LET

TO LET.

LARGE SUBSTANTIALLY BUILT GODOWN, situated on Water Front East Point.
For further particulars apply Property Office, JARDINE, MATHESON & Co., LTD
Hongkong, 15th August, 1912. 1995

TO LET.

NO. 12, BEACONSFIELD ARCADE First Floor.
No. 13, BEACONSFIELD ARCADE First Floor.
"THE EYRIE," No. 13, THE PEAK, To Let, from 1st November.
68, PEAK, MOUNT KELLET. Partly Furnished, for 7 months, from 1st November. Cheap Rent.
No. 113, PEAK, KIRKENDOA, FIVE ROOMS, Furnished, immediate possession.
No. 19, SHELLEY STREET.
LARGE ROOMS, Central Position, Cheap Rent.
For Sale, "HARTING and ROGATE" on part of Kowloon Inland Lot No. 1154.
Apply to— LINSTEAD & DAVIS
3rd Floor, Alexandra Buildings.
Hongkong, 23rd September, 1912 [122

TO LET.

TWO HOUSES at the junction of Caine Road and Bonham Road, facing the Harbour, with Tennis Court, etc.
Apply—
64, BONHAM STRAND, West.
Hongkong, 9th October, 1912. [1190

TO LET.

MODREENAGH, 21, The PEAK, for Six Months from 1st November.
Apply Property Office,
JARDINE, MATHESON & Co., LTD
Hongkong, 4th September, 1912. [1046

TO LET.

SHOP with GODOWN attached, Nathan Road, Kowloon.

KOWLOON MARINE LOT No. 48 with WHARF.
Apply to—
HUMPHREYS ESTATE & FINANCE Co., LTD.,
Alexandra Buildings.
Hongkong, 16th August, 1912. [1153

TO LET.

ON 2ND FLOOR, No. 2, PEDDER STREET, ONE-ROOMED OFFICE.
Apply Property Office,
JARDINE, MATHESON & Co., LTD
Hongkong, 23rd May, 1912. [735

TO LET.

GODOWNS in No. 94A and No. 94C, Praya East, Wanchai, from 1st October next
Apply to—
KWONG SANG HONG, LTD.,
248, Des Voeux Road Central.
Hongkong, 7th September, 1912. [1051

TO LET.

OFFICES in KING'S BUILDING.
Apply—
THE HONGKONG LAND INVESTMENT AND AGENCY Co., LTD.
Hongkong, 1st October, 1912. [121

NOTICES TO CONSIGNEES

SOCIETA NAZIONALE DI SERVIZI MARITTIMI.

NOTICE TO CONSIGNEES.

FROM BOMBAY.

THE Steamship
"ISCHIA,"
having arrived from the above port, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.
All Claims must be sent to the Office of the undersigned before NOON on the 17th inst., or they will not be recognised.
All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent.
All broken, chafed, and damaged goods must be left in the godowns, where they will be examined on the 15th inst., at 9.30 A.M.
No Fire Insurance has been effected.
CARLOWITZ & Co.,
Agents.
Hongkong, 7th October, 1912. [4

NOTICE TO CONSIGNEES.

FROM KOBE AND MOJI.

THE Steamship
"THONGWA,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge will be landed at consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DAVID SASSOON & Co., LTD.,
Agents.
Hongkong, 9th October, 1912. [892

CHILDREN OF FAR CATHAY.

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST,

By CHAS. J. HALCOMBE

(formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flowery Land," etc.).

THE VOLUME which consists of 461 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kweilin, is dedicated to Sir ROBERT HART, G.C.M.G., and Dr. A. HENNIS.
Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China, makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home.
Well bound in Yellow Cloth with Chinese Emblem in Gold.

PRICE $3.50

To be obtained from Messrs. KELLY & WALSH, LTD., Messrs. BREWER & Co., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office

WEATHER REPORT.

On the 10th at 11.50 a.m.—Pressure has increased considerably over S. Manchuria and N.E. China, moderately along the E. coast of China and slightly along the S. coast to Tourane. It has decreased moderately over N. Luzon and Formosa. The typhoon is now near the Balintang Channel, moving N.N.W.

The gradient is very steep between Formosa and Foochow.

A northerly gale may be expected between Foochow and Swatow, and fresh N. to N.W. winds over the N. China Sea.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

DISTRICT	FORECAST.
* Hongkong & Neighbourhood	
Formosa Channel	Northerly gale.
South coast of China between Hongkong and Lamocks.	N. to N.W. winds, fresh.
South coast of China between Hongkong and Hainan.	The same as No. 1.

* N. to N.W. winds, moderate; fine.

CHINA COAST METEOROLOGICAL REGISTER.

10TH OCTOBER, A.M.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.
Vl'ostock	7 a.	30.23	35	59	NE	0	b
Nemuro	6 a.	29.95	—	—	SSW	1	—
Hakodate	"	30.07	—	—	—	0	—
Takio	"	30.03	—	—	—	0	—
Kochi	"	30.15	—	—	W	1	—
Nagasaki	"	30.19	—	—	E	1	—
Kagoshima	"	30.15	—	—	NE	1	—
Oshima	"	30.08	—	—	NW	1	—
Naha	"	30.0	—	—	NE	2	—
Ishi'jima	"	29.97	—	—	NE	7	—
Bonin Is.	"	—	—	—	—	—	—
Chefoo	"	30.40	50	67	N	3	c
Weihaiwei ...	"	—	—	—	—	—	—
Hankow	"	—	—	—	—	—	—
Kiukiang	"	30.33	54	89	N	1	c
Shanghai	"	30.22	62	—	NE	0	ov
Gutzlaff	7 a.	30.14	72	—	N	5	o
Sharp Peak ..	6 a.	30.12	71	56	NNE	3	b
Amoy	"	30.06	70	75	—	0	o
Swatow	5 a.	30.08	—	—	E	6	—
Taihoku	"	29.86	—	—	N	4	—
Taichu	"	29.86	—	—	NE	4	—
Tainan	"	29.83	—	—	NE	8	—
Koshun	"	29.96	—	—	NE	10	—
Pescadores ...	9 a.	30.12	71	57	NE	4	o
Canton	6 a.	30.03	70	66	N	2	o
Hongkong ...	7 a.	—	—	—	N	2	—
Vict. Peak ...	6 a.	30.01	—	—	NNE	5	c
Gap Rock	"	30.33	67	—	N	1	c
Macao	9 a.	30.07	72	49	N	2	c
Wuchow	"	—	—	—	—	—	—
Hoihow	"	—	—	—	—	—	—
Pakhoi	6 a.	30.10	72	—	NNW	3	o
Phulien	"	30.00	75	—	NNW	4	c
Tourane	"	29.93	73	—	—	0	o
C. St. James ...	"	29.68	—	—	SW	4	q
Aparri	"	29.78	—	—	SSE	1	r
Manila	"	29.85	—	—	—	0	o
Legaspi	9 a.	—	—	—	SW	1	or
Bacolod	"	29.87	80	—	SW	1	o
Iloilo	"	29.86	86	—	W	1	o
Cebu	"	29.94	82	—	—	—	—
Labuan							

T. F. CLAXTON, *Director.*

Hongkong, Observatory, October 10th, 1912.

1 BAROMETER, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 TEMPERATURE, in the shade, in degrees Fahrenheit.

3 HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 DIRECTION OF WIND, to two points.

5 FORCE OF WIND, according to Beaufort Scale.

6 STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squally, r rain, s snow, t thunder, v visibility, w dew (wet).

0 RAIN in inches, tenths and hundredths.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, October 10th

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.97	30.03	29.95
Temperature	82	70	81
Humidity..... ..	45	66	46
Wind Direction ...	NNE	North	North
" Force	2	2	1
Weather	b	o	b
Rain	—	0.00	—

Highest open air Temperature on 9th ...83
Lowest open air Temperature on 9th ...71

HONGKONG TIDE TABLE.

From 11th to 17th October, 1912.

Days of Week.	Days of Month.	High Water. H'kong. Mean Time.	Height.	Low Water. H'kong. Mean Time	Height.
		h. m.	ft. in.	h. m.	ft. in.
Fri.	11	m 9 57	6 9	m 3 15	2 1
		9 31 a	6 9	3 32 a	2 7
Satur.	12	m 10 47	6 4	m 4 1	1 7
		9 54 a	7 2	3 58 a	3 2
Sun.	13	m 11 38	5 8	m 4 48	1 6
		10 17 a	7 4	4 21 a	3 6
Mon.	14	0 34 a	5 2	m 5 37	1 7
		10 41 a	7 4	4 38 a	4 0
Tues.	15	1 46 a	4 6	m 6 29	2 0
		11 7 a	7 3	4 46 a	4 3
Wed.	16	No infer.	high-	m 7 31	2 3
		11 39 a	7 1	nor low-	water
Thurs	17	No infer.	high-	m 8 50	2 5
				nor low-	water

ON SALE.

BOUND VOLUMES of the *HONGKONG WEEKLY PRESS*, JANUARY to JUNE 912. With INDEX. Price $7.50.

On Sale at the "HONGKONG DAILY PRESS," Office.

Hongkong, 26th August, 1912.

FASHIONS AND FANCIES.

DRESSES AT DRURY LANE.

To-night's production of "Everywoman," at Drury Lane, will certainly be full of interest in ways apart from the actual play. There is always a special note about Drury Lane autumn plays, and the fact that Mr. H. B. Irving and Miss Alexander Carlisle play the principal parts, added to the quaint title, with its suggestion of mediæval mysteries and moralities, will have interested the public in advance. But whatever the title may do, the gowns to be worn by Miss Carlisle will remind nobody of anything mediæval. They are the last word in modernity, and very exquisite modernity, too. There is an evening gown, for instance, of white satin—plain enough to start with, but veiled with Egyptian embroidery carried out in tubes, pearls, and sequins of deep, sapphire blue and emerald green. This embroidery begins as a strap on one shoulder, but it widens out about the knees like fronds of a huge palm-leaf fringed with silver pearls, thence sweeping away to the back and finishing as a short train. A huge scarab covers the whole of the front of the bodice.

THE VANISHING SLEEVE.

The bodice is sleeveless, which makes one wonder, since the dress is the production of a famous firm, whether we are to bid farewell to the sleeved evening gown. There is no fashion more becoming to women with good shoulders and arms than the sleeveless evening bodice; but upon other folk the effect is sometimes quite dreadful. However, there is no compulsion to do away with one's sleeves, if only people would be more eager to look nice than to look smart. The long, close-fitting transparent sleeve is with us for dinner and teagown wear, and this usually comes in when sleeves go out for full dress. At any rate, the fashion gives scope for many ingenious forms of shoulder-strap, and, in particular, odd old bits of lace and old-fashioned embroidery can be used in this way, which at other times it is difficult to find a use for.

A REGAL MANTLE.

To return to Miss Carlisle's lovely beetle-frock. There is a mantle to go with it, which might have come from a cedar-wood chest in an Arabian Night's palace. It is of brocade in a wonderful mixture of gold and royal blue, the two shimmering into each other, or forming strange and mysterious contrasts in the folds. It is lined with gold-coloured satin, and finished with a large collar of ermine. Ermine again borders the wide openings of the kimono sleeves. There are golden ornaments and tassels of gold bullion, and the cloak is draped in a skilful manner across the front, to fasten at the left side with these golden swinging adornments. Not a garment to go down by Tube in, but one to dream of, suggesting as it does in every fold the many delightful ameliorations of the life luxurious.

THE DRAPED SKIRT.

The panier skirt died out harmlessly, as one had expected it to do; but it has left us with the draped skirt. Not that the drapery amounts to much. Frequently it is merely a hitch in the folds of the skirts, reminiscent of a blind that has caught on the window-sash. Sometimes a real drapery is arranged in an unobtrusive manner, but the draped skirt as a whole is merely a halfway house to bridge the gulf for us that lies between the very narrow skirt and the ordinary wide one. Miss Carlisle has another very charming gown, which shows the draped skirt at its best. It is carried out in very soft satin, fitting closely on the hips, and then drawn into draperies at the left side, in supple and graceful folds. The fullness is caught together by a large gold butterfly, and then continues to form a square train at the back. There is one sleeve to this dress, and it is of gold net with a small gold butterfly caught in it, and a very large butterfly gleams in the front of the bodice. This, taken with the scarab that covers the front of the other dress described, points to a revival of the fashion which some years ago adorned the front of our evening dresses with metal and embroidery ornaments.

Velvet will be extremely fashionable this autumn, especially for evening dresses and teagowns, although it will be used in other ways, and corduroy is prophesied for winter walking suits. The beautiful soft and thin types of velvet which have recently been invented lend themselves well to picturesque gowns, specially since they allow of fullness without lumpiness. I saw a charming teagown of velvet the other day, in a shade of the very brightest flamingo. It was inserted with lace of the same colour, and fell in straight lines at either side of the front, over an under-dress of flamingo and black-striped chiffon, brocaded in white velvet lilies, and closely pleated. It sounds far too brilliant for this every-day existence, but it was worn by a blue-eyed lady with hair as white as pearls and as shining as silver, and on her it simply gave one a sensation of well-being and satisfaction. It fitted like a well-made cloth outer coat at the back—that is, it showed the lines of the figure, and had no fullness, and yet it slipped on with great ease.

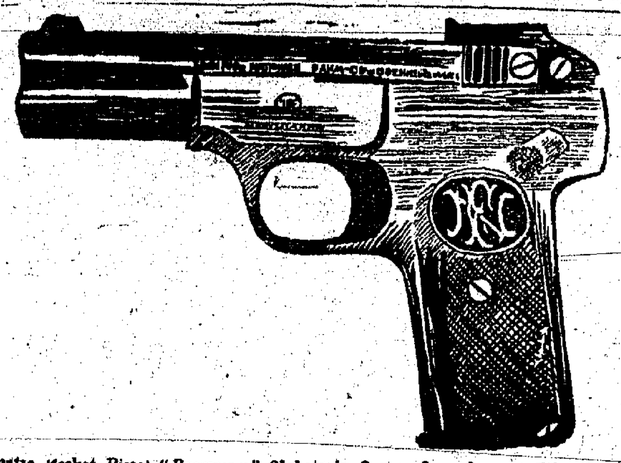
THE TEAGOWN OF TO-DAY.

Teagowns ought always to have this quality of slipping on, though many dressmakers forget it, and make them as complicated as a ball-gown to get into. If they can be so contrived as to fasten straight up, without any under—and over—flaps, nor the kind of arrangement which means feeling for eyes in the dark recesses under one's shoulder-blade, or round to the south-west under one's arm, so much the better. We never get far away from the pelisse-and-under-dress type of teagown for this very reason. Very floppy collars, deep ruffles, loose sleeves, and the like, have been out of fashion for some time now. May they never return to cast the discredit of their slovenliness on that adorable and restful garment which fills the requirements of the tea-hour so well. The same is true of dressing-gowns. The more workaday of these are now made almost as sensibly as men's, with fitting cuffs, cut plain on the shoulder and ornamented with applique braid or embroidery, devoid of either high collars or deep sailor ones, and even made to clear the ground. These are essentials in a dressing-gown which is meant to be worn. Doing one's hair with a lace ruffle or loose sleeve that catches it every moment and undoes it, or pulls out the hairpin one has just put in, is a maddening business.

A RECIPE FOR HATS.

Take plain straw and make it large, then make it larger, then go on making it larger, at long last, turn and twist the outermost part of the widest section of the brim. Refilling water-bottles and camping at night, journey back across the brim to the crown, there set up a feather, no matter what colour, but it must be very high; on end it must be, and it should spring like a cowslip straight into the air for a long way. Six inches before the end twist it so that, with an air of trying to be a giraffe, it is looking over its own shoulder. Put this on well down over the face, and it will be the most up-to-date of hats. For a change the brim can be bent up back against the crown in many crushed and surprising ways, and the feather can lie straight across the front, like an Arab on his horse's neck in battle. The little hats are very pretty in many cases, but the big ones, with which we are threatened for the autumn, are in some cases the most lonely and eccentric of headgear.—X. and Z. in the *Globe*.

INTIMATION



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SHIPPING IN PORT.

STEAMERS.

ANHUI, British str., 1,380, J. B. Harris, 9th October—Shanghai 6th October, General.—Butterfield & Swire.

AUCHENDALE, British str., 2,568, Cowan, 8th October—Java 29th September, Sugar—Gilman & Co.

CEYLON, British str., 2,632, A. A. Baker, 5th Oct.—Yokohama and Shanghai 24th Sept.. General.—P. & O. Co.

CHI YUEN, Chinese str., 1,177, Jamieson, 8th October—Shanghai 5th October, General—C. M. S. N. Co.

DAIJIN MARU, Japanese str., 899, D. Fuchigami, 9th October—Swatow 8th October, General. — Osaka Shosen Kaisha.

DILWARA, British str., 3,460, W. J. Bishop, 8th October—Calcutta 22nd Sept., General.—David Sassoon & Co.

FUKUI MARU, Japanese str., 4,189, S. A. Tominaka, 7th October—Moji 1st October, Coal. — Mitsui Bussan Kaisha.

HAIYANG, British str., 1,363, Hodgins, 9th October—Foochow 6th October, General.—Douglas, Lapraik & Co.

HANG SANG, British str., 1,350, S. Wilde, 6th October—Shanghai via Swatow 2nd October, General.—Jardine, Matheson & Co.

HANOI, French str., 739, J. Bouhier, 8th October—Haiphong and Pakhoi 7th October, General.—A. R. Marty.

HAZEL DOLLAR, British str., 2,002, M. Ridley, 9th October—Manila 6th October, Nil.—Order.

HSIN CHANG, Chinese str., 1,228, Hamilton, 5th October—Shanghai 2nd October, General—Order.

ICHANG, British str., 1,297, W. O. Jones, 5th October—Wuhu 5th October, Rice.—Butterfield & Swire.

IRENE, Chinese str., 826, A. B. Baines, 9th October—Chefoo 1st October, General.—Chinese.

ISCHIA, Italian str., 2,461, G. Belsito, 7th October—Bombay 16th Sept., General.—Carlowitz & Co.

KANAGAWA MARU, Japanese str., 4,567, C. H. Butler, 7th October—Singapore 1st October, General.—Nippon Yusen Kaisha.

KAWACHI MARU, Japanese str., 3,821, A. Christiansen, 8th October—Shanghai 5th October, General.—Nippon Yusen Kaisha.

MAGELLAN, French str., 2,962, Charbonnel, 9th October—Saigon 6th October, Mails and General. — Messageries Maritimes.

MAUSANG, British str., 1,644, A. C. A. Cornick, 8th October—Sandakan 2nd October, Lumber and General.—Jardine, Matheson & Co.

MEXICAN PRINCE, British str., 1,953, J. C. Young, 9th October—Balik Papan 2nd October, Bulk Oil.—Asiatic Petroleum Co.

NILE, Britsh str., 3,156, Geo. S. Lapraik, 4th October—San Francisco 7th Sept., General.—Pacific Mail S.S. Co.

PANAMA MARU, Japanese str., 2,100, J. Kanao, 6th October—Shanghai 4th October, General. — Osaka Shosen Kaisha.

PAKLAT, German str., 1,618, J. Wenzel 6th October—Hongay 4th October, Coal.—Butterfield & Swire.

PHRA NANG, German str., 1,021, H. C. Reher, 7th October—Manila 4th October, Ballast. — Hamburg-Amerika Linie.

SAMSEN, German str., 998, R. Petersen, 7th October—Swatow 6th October, General.—Butterfield & Swire.

SIGNAL, German str., 907, P. E. Christiansen, 6th October—Hoihow 5th October, General.—Jebsen & Co.

SUNGKIANG, British str., 987, H. Mathias, 5th October—Haiphong via Hoihow General.—Butterfield & Swire.

THONGWA, British str., 6,298, R. P. Fysh, 9th October—Moji 5th October, General.—David Sassoon & Co.

TIENTSIN, British str., 1,215, Robertson, 7th October—Java 27th Sept., Sugar.—Butterfield & Swire.

YUENSANG, British str., 1,128, P. H. Rolfe, 8th October—Manila 5th October, General.—Jardine, Matheson & Co.

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VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. str. *Mongolia* left Yokohama for this port via Manila on the 2nd October, between 10 a.m. and noon. Her mail has been transferred to the E. & A. str. *St. Albans*, due to-day.

The T.K.K. str. *Nippon Maru* arrived at Yokohama from San Francisco and Honolulu on the 8th October, and is expected here on the 18th October.

The T.K.K. str. *Tenyo Maru* left Honolulu for Yokohama on the 3rd October, and is due to arrive at Hongkong from Manila on the 28th October.

The P.M. str. *Persia*, with the American mail, left San Francisco for Hongkong, via Honolulu, Japan ports and Shanghai, on the 5th October.

THE AUSTRALIAN MAIL.

The I.G.M. str. *Coblenz* left Sydney on the 21st September, at 11 a.m., and may be expected here on or about the 14th October.

The E. & A. str. *Eastern* left Sydney on the 25th September, for this port (via Queensland Ports, Port Darwin, Timor and Manila).

The N.Y.K. str. *Nikko Maru* (Australian Line) left Sydney for this port via ports on the 2nd October, and is expected here on the 21st October.

THE CANADIAN MAIL.

The C.P.R. str. *Empress of India* arrived at Yokohama on the 9th October, at 5 p.m., and left again at 5 a.m. same day for Kobe, where she is due to arrive on the 11th October, at 6 a.m.

THE GERMAN MAIL.

The I.G.M. str. *Prinz Eitel Friedrich*, carrying the German mails with dates from Berlin of the 18th of September, left Colombo on the 5th inst., p.m., and may be expected here on or about the 16th inst.

MERCHANT STEAMERS.

The N.Y.K. str. *Kamakura Maru* (Bombay Line) left Kobe for this port via Moji on the 4th October, and is expected here on the 11th October.

The str. *Glenlochy* left Shanghai on the 9th October, and is due here on the 12th October, a.m.

The N.Y.K. str. *Sado Maru* (American Line) left Kobe for this port via ports on the 4th October, and is expected here on the 13th October.

The H.A.L. str. *Scandia* left Singapore on the 7th October, at noon, and may be expected here on or about the 13th October, a.m.

The str. *Gregory Apcar*, from Shanghai and Kobe, left Moji on the 8th October, afternoon, and may be expected here on or about the 13th October, a.m.

The N.Y.K. str. *Tosa Maru* (Calcutta Line) left Calcutta for this port via ports on the 25th September, and is expected here on the 14th October.

The Apcar str. *Arratoon Apcar*, from Calcutta, left Singapore on the 8th October, p.m., and may be expected here on or about the 14th October, a.m.

The P. & O. str. *Socotra* left Singapore for this port on the 8th October, at 2 p.m., and is due here on the 14th October, at about 6 a.m.

The str. *Glenogle* left Rangoon on the 4th October, for Hongkong via Penang and Singapore; and is expected to arrive here on the 17th October.

The G.N. str. *Minnesota* arrived at Yokohama on the 4th October, and left on the 6th October, for Hongkong via usual ports of call, and may be expected here on or about the 21st October.

The Swedish East Asiatic Co.'s str. *Peking* left Suez on the 29th September, and is expected to arrive here on or about the 23rd October.

The "Barber Line" str. *Wray Castle* sailed from New York on the 18th August for Hongkong via the Straits.

The Barber Line str. *Muncaster Castle* left New York on the 25th August for Hongkong and the Far East.

The B.L. str. *Egremont Castle* sailed from New York on the 12th Sept. for Far East.

The str. *Glenstrae* passed the Suez Canal on the 17th September for Hongkong via Straits.

The T.K.K. str. *Hongkong Maru* arrives at Honolulu from Manzanillo on the 11th October, and is due here on the 19th November.

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10 p.m. "KINSHAN."	5 p.m. "FATSHAN."
SATURDAY, 12TH OCTOBER, 1912.	
8 a.m. "HONAM."	8 a.m. "HEUNGSHAN."
10 p.m. "HEUNGSHAN."	5 p.m. "KINSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. | S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 13TH OCTOBER.
The Company's Steamship
"SUI AN"
Will depart from the WING LOK STREET, WHARF at 9 a.m. and return from Macao at 5 p.m.
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.
This Steamer connects with the excursion steamer leaving Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons,
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 6.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or *vice versa* by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT Co., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier. [143

SAN FRANCISCO SCENIC ROUTE

TOYO KISEN KAISHA

TRANS-PACIFIC

WESTERN PACIFIC DENVER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.
S.S. TENYO MARU... ... ... 21,000 tons.
S.S. CHIYO MARU... ... ... 21,000 tons.
S.S. SHINYO MARU ... ... 21,000 tons.
AND
S.S. NIPPON MARU ... ... 11,000 tons. (INTERMEDIATE.)

HONGKONG to SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

WESTERN PACIFIC—DENVER AND RIO GRANDE.

The T.K.K. liners connect at San Francisco with the palatial trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.
Through Standard Sleepers.
Through Tourists' Sleepers.
Dining Cars—Observation Cars.
Electric Lights—Electric Fans, Union Depots.
New lands, cities and scenes—hundred of miles through the gorgeous scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado.
Convenient connections at Chicago with trains for New York Transatlantic Steamers) and other Eastern points.
When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626.

C. LACY GOODRICH,
GENERAL ORIENTAL AGENT,
17, WATER STREET, YOKOHAMA,
AND KING'S BUILDING, HONGKONG.
779

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)

MONTHLY FAST DIRECT SERVICE TO TRIESTE,
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.
S.S. "KOERBER," 9,900 tons, will leave as above on 19th October at 5 P.M.
S.S. "BOHEMIA," 7,900 tons, will leave as above on 19th Nov., at 5 P.M.
Cheap rates, Hongkong-Trieste, Venice, £50 1st, £35 2nd, £19 3rd Class.
ACCELERATED TRAIN SERVICE FROM TRIESTE TO PARIS, LONDON & BERLIN.

TO SHANGHAI.
SS. "BOHEMIA," 7,900 tons, will leave as above on 4th Nov., at D'light.
S.S. "AFRICA," 8,840 tons, will leave as above on 6th Dec., at D'light.
Cheap rates, Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.
Superior accommodation for 1st and 2nd Class Cabin and Steerage Passengers.
No surtax, no tips, no inside Cabins, excellent cuisine. Doctor, Laundry, Wireless Telegraphy.
MONTHLY ORDINARY SERVICE TO TRIESTE, FIUME AND VENICE,
VIA SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID,
S.S. "CHINA," 11,807 tons, will leave as above on 31st October.
S.S. "NIPPON," 13,950 tons, will leave as above on 3rd Dec.

TO YOKOHAMA, KOBE VIA SHANGHAI.
S.S. "NIPPON," 13,950 tons, will leave as above on 31st October.
S.S. "PERSIA," 12,500 tons, will leave as above on 30th Nov.
Superior accommodation for Saloon Class Passengers.

ROUND THE WORLD TICKETS ARE ISSUED.
CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to

SANDER, WIELER & Co., Agents,
Hongkong, 10th October, 1912. Princes' Building. [155

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMER	TONS	DATE OF SAILINGS.
SHANGHAI, YOKOHAMA, KOBE and MOJI	"PEKING"	6,500	About 23rd Oct.
	"CEYLON"	9,000	On 17th Nov.

For Freight and Further Particulars, apply to TELEPHONE No. 171.

ARTHUR NILSSON & CO.,
YORK BUILDINGS, TOP FLOOR.
40]

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS...	JAVA	First half of October.	SHANGHAI	First half of October.
TJIMANOEK	JAPAN	First half of October.	JAVA	First half of October.
TJILATJAP..	JAVA	First half of October.	SHANGHAI	Second half of October.
TJIKINI.....	JAPAN	Second half of October.	JAVA	Second half of October.
TJILIWONG	JAVA	Second half of October.	JAPAN	Second half of October.
TJIBODAS...	JAVA	Second half of October.	SHANGHAI	First half of November.
TJITAROEM	JAPAN	First half of November.	JAVA	First half of November.
TJIMAHI ...	JAVA	First half of November.	SHANGHAI	First half of November.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.
For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor. Telephone No. 375.
Hongkong, 8th October, 1912. 7

PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	Cross	Manila, Mangarin, Iloilo and Cebu	On 18th Oct., 4 P.M.
RUBI	4000	Miller... ...	Manila, Mangarin, Iloilo and Cebu	On 28th Oct., 4 P.M.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.
Hongkong, 10th October, 1912. PHILIPPINES S.S. Co. 13

NORDDEUTSCHER LLOYD. BREMEN

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG ...	"BUELOW," Capt. H. SCHAEFFER,	16,000	Wed'day, 16th Oct., at 10 A.M.
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"P. E. FRIEDRICH," Capt. E. MALCHOW,	16,000	About Wed'day, 16th Oct.
MANILA, YAP, MARONN, SAMARAI, NEWGUINEA, BRISBANE, SYDNEY and MELBOUNE	"COBLENZ," Capt. L. KLUGHIST,	6,750	Saturday, 2nd Nov., at 9 A.M.
KOBE and YOKOHAMA	"COBLENZ," Capt. L. KLUGHIST,	6,740	About Tuesday, 15th Oct.

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.
For Further Particulars apply to

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
GENERAL AGENTS HONGKONG AND CHINA.
Hongkong, 8th October, 1912. 5

PASSENGER SEASON 1913.

NORDDEUTSCHER LLOYD, BREMEN.

TO EUROPE BY THE

MAGNIFICENT FAST LINERS.

STEAMSHIP	DISPLACEMENT.	
*"GOEBEN" - - - - - - Capt. G. LINDEMANN.	17,300 tons	ON FEBRUARY 4TH.
"BREMEN" - - - - - - Capt. B. WILHELMI.	21,000 "	ON FEBRUARY 19TH.
*"DERFFLINGER" - - - Capt. F. PROESCH.	17,250 "	ON MARCH 4TH.
"PRINZ EITEL FRIEDRICH" Capt. E. MALCHOW.	16,000 "	ON MARCH 19TH.
*"YORCK" - - - - - - - Capt. H. REHM.	17,000 "	ON APRIL 1ST.
"PRINZESS ALICE" - - Capt. P. GROSCH.	20,300 "	ON APRIL 16TH.
*"LUETZOW" - - - - - Capt. J. BORTFELDT.	17,300 "	ON APRIL 29TH.

* THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.
CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.
All the Steamers of the European Line are fitted with Wireless Telegraphy. (System Telefunken.)
EARLY BOOKING RECOMMENDED.
For Further Particulars, apply to

MELCHERS & Co., GENERAL AGENTS.
Hongkong, 21st September, 1912. 1113

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "DILWARA," 3,460 tons, Capt. W. J. Bishop, left CALCUTTA 22nd Sept., will be despatched to SHANGHAI, KOBE and MOJI on 12th Oct., at 1 P.M.
S.S. "ARRATOON APCAR," 2,931 tons, Capt. R. F. Thomson, will be despatched to KOBE and MOJI (YOKOHAMA if sufficient inducement offers) on 19th Oct.

WESTWARD.

S.S. "THONGWA," 3,428 tons, Capt. Fysh, will be despatched for SINGAPORE, PENANG and CALCUTTA on 14th Oct., at 1 P.M.
S.S. "GREGORY APCAR," 2,961 tons, Capt. J. E. Drake, will be despatched as above on 20th October.
The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.
For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
Hongkong, 8th October, 1912. AGENTS. [692

THOS. COOK & [redacted]

TOURIST, STEAMSHIP & FORWARDING [redacted]US,
BANKERS, &c.

Head Office for the Far East:— 16, DES VOEUX ROAD, HONGKONG.
SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, W[redacted]TER STREET

TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASH in FOREIGN MONIES exchanged.
729] CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

SHIPPING

ARRIVALS

ANAMBA, British str., 1,459, J. A. Thackray, 10th October—Swatow 9th October Bulk Oil.—Asiatic Petroleum Co.

BENLEDI, British str., 2,503, A. Tough, 10th October—Singapore 3rd October, General.—Gibb, Livingston & Co.

DAGNY, Norwegian str., 10th October—Canton.

DELTA, British str., 8,089, E. P. Martin, R.N.R., 9th October—Bombay 25th Sept., General.—P. & O. S. N. Co.

DRUPAN, Norwegian str., 1,102, F. Bing, 10th October—Bangkok 1st October, General.—Chinese.

FLINTSHIRE, British str., Geo. C. Cundy, 10th October—London 23rd August, General.—Jardine, Matheson & Co.

HANGSANG, British str., 10th October—Canton.

HONG BEE, British str., 2,056, G. Kinghorn, 10th October—Singapore 4th October, General.—Chinese.

HSIN CHANG, Chinese str., 10th October—Canton.

INDIEN, Danish str., 2,699, C. Jensen, 10th October—Rotterdam 31st August, General.—Melchers & Co.

CLEARANCES

AT THE HARBOUR MASTER'S OFFICE.

October 10th.

DELTA, British str., for Shanghai.
TIENTSIN, British str., for Chefoo.
TJIPANAS, Dutch str., for Shanghai.

DEPARTURES

October 10th.

BORNEO, German str., for Sandakan.
CHINHUA, British str., for Shanghai.
DAGNY, Norwegian str., for Hongay.
HSIANG, British str., for Canton.
IRENE, Chinese str., for Canton.
IYO MARU, Japanese str., for Yokohama.
O. J. D. AHLERS, German str., for S'pore.
SUISANG, British str., for Calcutta.

PASSENGERS

ARRIVED.

Per *Flintshire*, from London, Mr. and Mrs. Furtado and Mr. Mooney.

Per *Delta*, for Hongkong, from London, Mrs. Birss and child, Mr. and Mrs. P. Buckle, Mr. E. Millar, Miss P. Anderson, Mr. T. Packley, Mr. J. B. Johns; from Gibraltar, Lieut. V. G. Silveria; from Bombay, Mr. and Mrs. Bhesania, Mr. and Mrs. Carvalho and 2 children, Mr. M. Begonjee, Mr. M. B. Shroff; from Colombo, Mr. Lodatza and servant; from Singapore, Mr. A. M. T. Woodward, Miss R. McCann, Mr. A. K. Jameson, Mr. W. Jack, Mr. H. G. Baugh and Mr. F. Ritter and servant.

DEPARTED.

Per *Delta*, for Yokohama, Mr. C. H. Allen; for Shanghai, Mr. A. C. Holborow, Mrs. A. Ritchie, Mr. H. Mansell and Capt. Knaggs.

EXPECTED.

Per *Hiraun Maru*, for Hongkong, from London, Miss Abbott, Miss G. Williams, Mr. F. E. Perry, Mrs. Hewett, Mr. and Mrs. H. H. Underwood, Mrs. E. H. Dodwell, Miss P. A. Dodwell, Mrs. E. P. Butlin, Miss R. Churchill, Mr. J. Dewar, Mr. and Mrs. J. H. Montgomery, Master T. Montgomery, Master D. Montgomery, Mr. Meurer, Mr. and Mrs. G. Mathieson, Mrs. Everall, Miss E. J. Everall, Master H. Everall, Rev. Jansen, Mrs. Jansen, Master Jansen, Miss Jones, Miss M. Hutchinson, Miss Povey, Mrs. E. James and child, Mrs. Buhm, Mrs. Jordan, Captain S. Yamazaki, Mr. R. Wrigley, Mrs. de Becker and 4 children, Miss C. Bushell, Mr. and Mrs. Adaichi, Mr. S. Tomitani, Mr. F. Abdall, Messrs. W. Bainbridge, A. Biggs, T. Coyne, F. J. Curry, T. Fitzpatrick, T. J. Vaughan, T. Doyle, D. Forbes, J. Gabbutt, W. Hutchins, J. Lawson, J. Mason, W. Murphy, H. Reed, E. Rock, J. Reynolds, W. Russell, J. Scanlan, M. Taylor, P. B. Towley, Mrs. Vaughan, Mrs. Rose and Miss S. Yoshimura.

LATEST STEAMER MOVEMENTS.

The P.M. str. *Mongolia* arrived at Manila on the 9th October, between 8 and 10 a.m., and is expected to sail for Hongkong on the 12th October, between 3 and 4 p.m.

The M.M. str. *Nera*, with the outward French mail, will leave for Europe on the 2nd October, at 1 p.m.

PASSED THE CANAL.

September 3rd — *Calchas, Monrose, Princess Alice, Yunnan.* 7th—*Armand Behic, Dunbar, Indramayo, Lyanza, Pera, Atreus.* 10th—*Benledi, Dunts hire, Indrawadi, Koeber, Kanagawa Maru, Laertes, Perseus, Sithonia.* 8th—*Aki Maru, Bohemia, Derfflinger, Indien, Lutzow, Patroclus, Pembroke—Dunblane, Sire, Wray Castle.* [illegible] *Ventrae, Hyson, Helene Rickmers, Iyo Maru, Nippon, Muncaster Castle, Lyanza, Scandia, Tydeus, Furst Bulow, Queen Alexandra.* 20th—*Cyclops, Glenogy, Nore, Socotra, Demodocus, Kansas.* 4th—*Andalusia, Atholl, Bendoran, Benorlich, Candia, Pelgus, P. E. Friedrich, Prometheus.* 27th—*Bayern, Jason, Kleist, Konang Si, Mishima Maru, Polyphemus.* October 1st—*Carmarthenshire, Denbighshire, Erroll, Himalaya, Hirano Maru, Lothian, Memnon, Stentor, Indradeo, Teleus.* 4th—*Nile, Nubia, Theseus, Tremont Castle.* 8th—*Alcinous, Meiji, Schuylkill, Telemachus, Estonia, Vladimir.*

ARRIVALS AT HOME.

October 4th—*Jason, Kleist, Mishima Maru, Polyphemus.*

October 8th—*Indrawadi, Konang Si.*

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & RIG	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED.
LONDON, VIA USUAL PORTS OF CALL	CHINA	Brit. str.	—	C. H. S. Tocque, R.N.R.	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	NAMUR	Brit. str.	—	A. Collyer	P. & O. S. N. Co.	About 16th inst.
LONDON, ROTTERDAM & ANTWERP	DEN OF GLAMIS	Brit. str.	—		JARDINE, MATHESON & CO., LD.	About 23rd inst.
GLASGOW & HULL	GLENLOCHY	Am. str.	—	E. J. Stallard	SHEWAN, TOMES & CO.	About 15th inst.
HAVRE, BREMEN & HAMBURG, &c.	C. FRED. LABISZ	Ger. str.	k. w.	Geissel	HAMBURG-AMERIKA LINIE	On 23rd inst.
HAVRE, & HAMBURG, &c.	ARCADIA	Ger. str.	k. w.	Karberg	HAMBURG-AMERIKA LINIE	On 5th Nov.
HAVRE, BREMEN & HAMBURG, &c.	SCANDIA	Ger. str.	k. w.	Knaisel	HAMBURG-AMERIKA LINIE	On 20th Nov.
MARSEILLES LONDON & ANTWERP VIA SINGAPORE, &	MIYASAKI MARU	Jap. str.	—	Soyeda	NIPPON YUSEN KAISHA	On 23rd inst., at D'light.
MARSEILLES, HAMBURG & ANTWERP, &c.	SPEZIA	Ger. str.	k. w.	Hennecke	HAMBURG-AMERIKA LINIE	On 28th inst.
ROTTERDAM & HAMBURG &c.	SACHSEN	Ger. str.	k. w.	Wagner	HAMBURG-AMERIKA LINIE	On 31st inst.
HAMBURG &c.	SENEGAMBIA	Ger. str.	k. w.	Reber	HAMBURG-AMERIKA LINIE	On 4th Nov.
VICTORIA, B.C. & TACOMA, VIA KEELUNG, &C	PANAMA MARU	Jap. str.	—	J. Kanao	OSAKA SHOSEN KAISHA	On 15th inst., at 2 P.M.
VICTORIA, B.C., & SEATTLE VIA JAPAN, &C.	SADO MARU	Jap. str.	—	K. Asakawa	NIPPON YUSEN KAISHA	On 22nd inst., at Noon.
VICTORIA, B.C. & TACOMA VIA JAPAN &c.	SEATTLE MARU	Jap. str.	—	T. Saito	OSAKA SHOSEN KAISHA	On 31st inst., at 2 P.M.
VICTORIA, VANCOUVER, B.C., SEATTLE & TACOMA, &C.	LORD CURZON	Brit. str.	—		THE BANK LINE LTD.	On 20th Nov.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON	BUELOW	Ger. str.	—	H. Schaeffer	MELCHERS & Co.	On 16th inst., at 10 A.M.
TRIESTE, via SINGAPORE, PENANG, COLOMBO, &C.	KOEBER	Aus. str.	—		SANDER, WIELER & Co.	On 19th inst., at 5 P.M.
TRIESTE, FIUME, VENICE VIA SINGAPORE, &C.,	CHINA	Aus. str.	—		SANDER, WEILER & Co.	About 31st inst.
BOSTON & NEW YORK VIA SUEZ CANAL	JESERIC	Am. str.	—	White	ARNHOLD, KARBERG & Co.	On 26th inst.
NEW YORK	PATHAN	Brit. str.	—		DODWELL & Co., LTD.	About 12th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &C.	EMPRESS OF INDIA	Brit. str.	2 m.		CANADIAN PACIFIC R. CO.	On 26th inst., at 6 P.M.
VANCOUVER VIA SHANGHAI, JAPAN, &C.	MONTEAGLE	Brit. str.	2 m.	W. Davison	CANADIAN PACIFIC R. CO.	On 14th Dec., at 6 P.M.
SAN FRANCISCO VIA JAPAN, &C.	NILE	Am. str.	—		PACIFIC MAIL S.S. Co.	On 15th inst., at 1 P.M.
SAN FRANCISCO VIA KEELUNG & JAPAN, &C.	MONGOLIA	Am. str.	—		PACIFIC MAIL S.S. Co.	On 23rd inst., at 1 P.M.
SAN FRANCISCO VIA JAPAN, &C.	NIPPON MARU	Jap. str.	—	A. G. Stevens	TOYO KISEN KAISHA	On 29th inst., at Noon.
AUSTRALIAN PORTS	ST. ALBANS	Brit. str.	—		GIBB, LIVINGSTON & Co.	To-morrow, at Noon.
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	—	T. Sekino	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	COBLENZ	Ger. str.	—	L. Klugkist	MELCHERS & Co.	On 2nd Nov., at 9 A.M.
CAPEPORTS VIA MAURITIUS	DUNERIC	Brit. str.	—	Tullock	THE BANK LINE LIMITED	Beginning of January.
MEXICAN, PERUVIAN & CHILEAN VIA JAPAN	HONGKONG MARU	Jap. str.	—		TOYO KISEN KAISHA	On 3rd Dec., at Noon.
YOKOHAMA & KOBE vis SHANGHAI	NIPPON	Aus. str.	—		SANDER, WIELER & Co.	About 31st inst.
YOKOHAMA & KOBE	LAWADA	Brit. str.	—	C. H. Lane	JARDINE, MATHESON & CO., LD.	On 10th Nov., at Noon.
KOBE & YOKOHAMA	HIRANO MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 24th inst., at 11 A.M.
KOBE & YOKOHAMA	COBLENZ	Ger. str.	—	L. Klugkist	MELCHERS & Co.	About 15th inst.
KOBE & MOJI	ARRATOON APCAR	Brit. str.	—	R. F. Thomson	DAVID SASSOON & CO., LD.	On 19th inst.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
JAPAN	TJILIWONG	Dut. str.	—		JAVA-CHINA-JAPAN LIJN	Quick despatch
WEIHAIWEI & TIENTSIN	HUICHOW	Brit. str.	1 m.	G. Hooker	BUTTERFIELD & SWIRE	On 19th inst., at Daylight.
TIENTSIN	CHIPSHING	Brit. str.	—	E. Mooney	JARDINE, MATHESON & CO., LD.	On 20th inst., at D'light.
SHANGHAI, KOBE & YOKOHAMA	FLINTSHIRE	Brit. str.	—		JARDINE, MATHESON & CO., LD.	About 11th inst.
SHANGHAI, KOBE & MOJI	DILWARA	Brit. str.	—	W. J. Bishop	DAVID SASSOON & CO., LTD.	To-morrow, at 1 P.M.
SHANGHAI	ANHUI	Brit. str.	1 m.	J. B. Harris	BUTTERFIELD & SWIRE	To-morrow, at M'night.
SHANGHAI VIA SWATOW	HANGSANG	Brit. str.	—	Spencer Wilde	JARDINE MATHESON & CO., LD.	On 13th inst., at D'light.
SHANGHAI, KOBE & YOKOHAMA	SCANDIA	Ger. str.	k. w.	Knaisel	HAMBURG-AMERIKA LINIE	On 14th inst.
SHANGHAI & KOBE	TOSA MARU	Jap. str.	—	T. Sato	NIPPON YUSEN KAISHA	On 14th inst.
SHANGHAI, KOBE & YOKOHAMA	SOCOTRA	Brit. str.	—	G. J. Coldwell	P. & O. S. N. Co.	About 15th inst.
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	P. E. FRIEDRICH	Ger. str.	—	E. Malchow	MELCHERS & Co.	About 16th inst.
SHANGHAI	CHENAN	Brit. str.	1 m	L. Jones	BUTTERFIELD & SWIRE	On 17th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	PAUL LECAT	Fren.str.	—	Lancelin	MESSAGERIES MARITIMES	On 21st inst., at 6 P.M.
SHANGHAI, KOBE & MOJI	FOOKSANG	Brit. str.	—	T. A. Mitchell	JARDINE, MATHESON & CO., LD.	On 22nd inst., at Noon.
SHANGHAI, MOJI & KOBE	BOMBAY MARU	Jap. str.	—	Noguhci	NIPPON YUSEN KAISHA	On 23rd inst.
SHANGHAI, YOKOHAMA, KOBE & MOJI	PEKING	Swed. str.	—		ARTHUR NILSON & Co.	On 23rd inst.
SHANGHAI	BOHEMIA	Aus. str.	—		SANDER, WIELER & Co.	On 4th Nov., at D'light.
SHANGHAI, YOKOHAMA, KOBE & MOJI	CEYLON	Swed. str.	—	Norfelt	ARTHUR NILSON & Co.	On 17th Nov.
SHANGHAI	TJIPANAS	Dut. str.	—		JAVA-CHINA-JAPAN LIJN	Quick despatch.
NINGPO & SHANGHAI	HANYANG	Brit. str.	1 m.		BUTTERFIELD & SWIRE	To-morrow, at D'light.
FOOCHOW VIA SWATOW & AMOY	KAIJO MARU	Jap. str.	—	Y. Yamamoto	OSAKA SHOSEN KAISHA	On 23rd inst., at Noon.
ANPING & TAKAO VIA SWATOW & AMOY	SOSHU MARU	Jap. str.	—	K. Tashira	OSAKA SHOSEN KAISHA	On 16th inst., at 10 A.M.
TAMSUI VIA SWATOW & AMOY	DAIJIN MARU	Jap. str.	—	T. Fuchigami	OSAKA SHOSEN KAISHA	On 13th inst., at Noon.
SWATOW, AMOY & FOOCHOW	HAIYANG	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS LAPRAIK & CO.	To-day, at 11 A.M.
SWATOW	HAIMUN	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAPRAIK & CO.	On 13th inst., at 10 A.M.
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LAPRAIK & CO.	On 15th inst., at 11 A.M.
SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str.	2 h.	J. S. Roach	DOUGLAS LAPRAIK & CO.	On 18th inst., at 11 A.M.
MANILA	YUENSANG	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & CO., LD.	To-morrow, at 2 P.M.
MANILA, CEBU & ILOILO	TAMING	Brit. str.	1 m.	Pennefatherh	BUTTERFIELD & SWIRE	On 15th inst., at 4 P.M.
MANILA, MANGARIN, ILOILO & CEBU	ZAFIRO	Am. str.	—	Cross	SHEWAN, TOMES & Co.	On 18th inst., at 4 P.M.
MANILA	LOONGSANG	Brit. str.	—	Leask	JARDINE, MATHESON & CO., LD.	On 19th inst., at 2 P.M.
MANILA, MANGARIN, ILOILO & CEBU	RUBI	Am. str.	—	Miller	SHEWAN TOMES & Co.	On 28th inst., at 4 P.M.
BATAVIA, CHERIBON, SAMARANG, &c.	TJIMANOEH	Dut. str.	—		JAVA-CHINA-JAPAN LIJN	Quick despatch.
BOMBAY VIA SINGAPORE & PENANG	ISCHIA	Ital. str.	—	Belsito	CABLOWITZ & Co.	To-morrow, at Noon.
BOMBAY VIA SINGAPORE & COLOMBO	KAMAKURA MARU	Jap. str.	—	T. Hori	NIPPON YUSEN KAISHA	On 14th inst.
SINGAPORE, PENANG & CALCUTTA	THONGWA	Brit. str.	—	Fysh	DAVID SASSOON & CO., LTD.	On 14th inst., at 1 P.M.
SINGAPORE, PENANG, RANGOON & CALCUTTA	CEYLON MARU	Jap. str.	—	Tozawa	NIPPON YUSEN KAISHA	On 19th inst.
SINGAPORE, PENANG & RANGOON	OKARA	Brit. str.	—	A. J. Evans	JARDINE, MATHESON & CO., LD.	On 21st inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	KUTSANG	Brit. str.	—	Bradely	JARDINE, MATHESON & CO., LD.	On 23rd inst., at Noon.
SANDAKAN	MAUSANG	Brit. str.	—	Corneck	JARDINE, MATHESON & CO., LD.	On 15th inst., at 4 P.M.
CHINWANTAO	ONSANG	Brit. str.	—	A. G. Smith	JARDINE, MATHESON & CO., LD.	On 14th inst., at Noon.
KWANG CHOW WANG & HAIPHONG	SI-KIANG	Fren. str.	—	E. de Catalano	MESSAGERIES MARITIMES	On 23rd inst., at 9 A.M.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
* MANILA	"YUENSANG"	Saturday, 12th Oct., 2 P.M.
† SHANGHAI VIA SWATOW	"HANGSANG"	Sunday, 13th Oct., D'light.
CHINWANTAO	"ONSANG"	Monday, 14th Oct., Noon.
‡ SANDAKAN	"MAUSANG"	Tuesday, 15th Oct., 4 P.M.
* MANILA	"LOONGSANG"	Saturday, 19th Oct., 2 P.M.
* TIENTSIN	"CHIPSHING"	Sunday, 20th Oct., D'light.
†SHANGHAI, KOBE AND MOJI	"FOOKSANG"	Tuesday, 22nd Oct., Noon.
*SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Wed'day, 23rd Oct., Noon.

RETURN TOURS TO JAPAN,

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtsze, Ports, Chefoo, Tientsin, Dalny, Weihaiwei, Taingtau and Newchwang.

‡ Taking Cargo on Through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
Hongkong 11th October, 1912. GENERAL MANAGERS. [15

THE ROYAL MAIL STEAM PACKET COMPANY.

"SHIRE" LINE SERVICE.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

FOR	STEAMERS	DATE OF DEPARTURE
SHANGHAI, KOBE & YOKOHAMA	"FLINTSHIRE"	About 11th Oct.
LONDON, ROTTERDAM & ANTWERP	"DEN OF GLAMIS"	About 23rd Oct.
SHANGHAI, KOBE & YOKOHAMA	"DENBIGHSHIRE"	About 27th Oct.
LONDON & ANTWERP	"FLINTSHIRE"	About 14th Nov.

These Steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.

* Does not carry passengers.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
AGENTS.

Hongkong, 2nd October, 1912. [59

BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN KOBE, HONGKONG AND RANGOON.

EASTWARD.

The S.S. "LAWADA," 3,269 tons, Captain C. H. Lane, will be despatched for YOKOHAMA and KOBE on 10th Nov., at Noon, to be followed on 21st Nov., by S.S. "OKARA," Capt. Evans, taking Cargo and Passengers at Current Rates.

WESTWARD.

The S.S. "OKARA," 5,291 tons, Captain A. J. Evans, will leave HONGKONG for SINGAPORE, PENANG and RANGOON on 21st Oct., at Noon, taking Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
Telephone No. 215. AGENTS.
Hongkong, 11th October, 1912. [2

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

VIA VANCOUVER

AND

THE CANADIAN PACIFIC RAILWAY

PROPOSED SAILINGS FROM HONGKONG, AND QUEBEC.
SUBJECT TO ALTERATION.

FOR VANCOUVER. From Hongkong.	1912	FOR LIVERPOOL. From Quebec.	1912
"EMPRESS OF INDIA"	SAT., 26th Oct.	"ALLAN LINE"	FRI., 22nd Nov.
"EMPRESS OF JAPAN"	SAT., 16th Nov.	"EMPRESS OF BRITAIN"	FRI., 13th Dec.
"MONTEAGLE"	SAT., 14th Dec.	"EMPRESS OF BRITAIN"	FRI., 10th Jan.
"EMPRESS OF INDIA"	SAT., 11th Jan.	"EMPRESS OF IRELAND"	FRI., 7th Feb.

Steamships leave HONGKONG at 6 P.M.

THE direct route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express Train and at QUEBEC with the Company's Atlantic "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class ..... via Canadian Atlantic Ports or New York £71.10
Intermediate Steamship
" "Monteagle" " £43 " " £45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China,
6 Corner Pedder Street and Praya opposite Blake Pier.

TAIKOO DOCKYARD & ENGINEERING CO. OF HONGKONG, LIMITED.

TAIKOO DOCKYARD. HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND MECHANICAL ENGINEERS.

THE WELDING AND CUTTING OF METALS By the OXY-ACETYLENE SYSTEM

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

Hydraulic and Pneumatic Tools installed throughout the Works.

GRAVING DOCK
787' × 88' × 34' 6"
Pumps empty Dock in 2¾ hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.

50-TON HYDRAULIC TESTING MACHINE FOR CHAINS, WIRE ROPES, RIVETS, ETC.

TELEGRAPHIC ADDRESS "TAIKOODOCK."

Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.
Dockyard Manager Mr. J. REID, can be seen between the hours of 11 A.M. and 12 NOON at the Town Office.
MANAGERS AND AGENTS,

BUTTERFIELD & SWIRE,
HONGKONG, CHINA AND JAPAN.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"CHINA,"

Captain C. H. S. Tocque, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, TO-MORROW, the 12th October, 1912, at NOON, taking Passengers and Cargo for the above Ports in connection with the Co.'s S.S. "MACEDONIA," 10,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay in the s.s. "CHINA," due in London on the 23rd November, 1912.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
H. W. D. SHALLARD,
Acting Superintendent.
Hongkong, 30th September, 1912. [1

SOCIETA NAZIONALE DI SERVIZI MARITTIMI.

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

(Taking Cargo at through rates to PORT SAID MESSINA, NAPLES, GENOA and LEGHORN also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.)

THE Steamship

"ISCHIA,"

Captain Belsito, will be despatched as above TO-MORROW, the 12th inst., at NOON.

For further particulars regarding freight and Passage, apply to

CARLOWITZ & Co.,
Agents.
Hongkong, 2nd October, 1912. 4

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "PATHAN" ... On or about 12th Oct.

For Freight and further information, apply to

DODWELL & Co., LTD.,
Agents.
Hongkong, 10th October, 1912. [1009

GLEN LINE (McGREGOR, GOW & Co.), LIMITED.

THE Steamship

"GLENLOCHY,"

Captain E. J. Stallard, will be despatched for GLASGOW AND HULL on or about 15th October, 1912.

This Steamer has excellent accommodation amidships for a limited number of passengers Electric light and fans.

SALOON FARE: £35.

For freight and passage, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 13th September, 1912. [1083

COMPAGNIE DES MESSAGERIES MARITIMES

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"PAUL LECAT,"

Captain Lancelin, will be despatched for the above Ports on or about MONDAY, the 21st inst., at 6 P.M.

For Freight or Passage, apply to
P. THOMAS,
Agent.
Hongkong, 11th October, 1912. [2

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK VIA SUEZ CANAL

(With Liberty to Call at the Malabar Coast.

THE Steamship

"JESERIC,"

Captain White, will be despatched as above on SATURDAY, the 26th October.

For Freight, apply to

ARNHOLD, KARBERG & Co.,
General Agents.
Hongkong, 19th September, 1912. [1100

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS OF CALL	CHINA Capt. C. H. S. Tooque, R.N.R.	Noon, 12th Oct.	See Special Advertisement
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NAMUR Capt. A. Collyer	About 16th Oct.	Freight and Passage.
SHANGHAI, KOBE AND YOKOHAMA	SOCOTRA Capt. G. J. Coldwell	About 15th Oct.	Fright only.
	NORE Capt. J. T. Jeffery	About 17th Oct.	Freight and Passage.

For Further Particulars apply to

H. W. D. SHALLARD,
Acting Superintendent.

Hongkong, 10th October, 1912. 1

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
NINGPO & SHANGHAI	"HANYANG"	On 12th Oct., D'light.
SHANGHAI	"ANHUI"	On 12th Oct., M'night.
MANILA, CEBU and ILOILO	"TAMING"	On 15th Oct., 4 P.M.
SHANGHAI	"CHENAN"	On 17th Oct., 4 P.M.
WEIHAIWEI & TIENTSIN	"HUICHOW"	On 19th Oct., D'light.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI."

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A. Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

REDUCED FARES:—SINGLE $45.....RETURN $75.

NEW SERVICE.—SHANGHAI TO ANTUNG sailings on alternate Wednesdays.

For Freight or Passage apply to—
Hongkong, 11th October, 1912.

BUTTERFIELD & SWIRE,
TELEPHONE 36. AGENTS. 18

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
ST. ALBANS ... EASTERN	18th Oct.	On 12th Oct., Noon. On 9th Nov., Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

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HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH
DEUTSCHE DAMPFSCHIFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:

S.S. SCANDIA	14th Oct.
S.S. BAYERN	24th Oct.
S.S. LIBERIA	7th Nov.
S.S. ALESIA	19th Nov.
S.S. SAMBIA	5th Dec.
S.S. VANDALIA	17th Dec.
S.S. BRISGAVIA	3rd Jan.

HOMEWARD.

FOR HAVRE, BREMEN & HAMBURG:
S.S. C. FERD LAEISZ 23rd Oct.
FOR MARSEILLES, HAMBURG & ANTWERP:
S.S. SPEZIA ... 28th Oct.
FOR ROTTERDAM & HAMBURG:
S.S. SACHSEN ... 31st Oct.
FOR HAMBURG:
S.S. SENEGAMBIA ... 4th Nov.
FOR HAVRE & HAMBURG:
S.S. ARCADIA ... 5th Nov.
FOR HAVRE, BREMEN & HAMBURG:
S.S. SCANDIA ... 20th Nov.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 11th October, 1912. 10

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. A. E. Hedgins	FRIDAY, 11th Oct., at 11 A.M.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 15th Oct., at 11 A.M.
"HAITAN"	Capt. J. S. Roach	FRIDAY, 18th Oct., at 11 A.M.

FOR SWATOW AND RETURN.
(Occupying 3 Days).

"HAIMUN"	Capt. J. W. Evans	SUNDAY, 13th Oct., at 10 A.M. WED'DAY, 16th Oct., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 10th October 1912. 7

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND TENYO MARU,

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU,"

INTERMEDIATE STEAMER.

Speed 16 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
NIPPON MARU	A. G. Stevens	TUESDAY, 29th Oct., NOON.
TENYO MARU	E. Bent	TUESDAY, 5th Nov., at Noon.
SHINYO MARU	H. S. Smith	TUESDAY, 26th Nov., at Noon.
CHIYO MARU	W. W. Greene	SATURDAY, 21st Dec., at Noon.

THE S.S. "NIPPON MARU" will be despatched for SAN FRANCISCO VIA NAGASAKI, KOBE, YOKOHAMA AND HONOLULU, on TUESDAY, the 29th October, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS

The Steamers—
BUYO MARU, HONGKONG MARU AND KIYO MARU

Ply between HONGKONG and CORONEL VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
HONGKONG MARU	11,000	TUESDAY, 3rd Dec., at Noon.
KIYO MARU	17,500	SATURDAY, 1st Feb., at Noon.
BUYO MARU	10,500	THURSDAY, 3rd April, at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,
King's Building (Opposite Blake Pier).

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EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

WIRELESS TELEGRAPHY. **TONKIN** FAST LINE.

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalanc.

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG AND HAIPHONG,

on WEDNESDAY, the 23rd Oct., 1912, at 9 A.M.

For Passages and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.
2

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA and SEATTLE with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamers	Captains	Leaves
‡†"PANAMA MARU"	J. Kanao	TUESDAY, 15th Oct., at 2 P.M.
*"SEATTLE MARU"	T. Saito	THURSDAY, 31st Oct., at 2 P.M.
†"MEXICO MARU"	N. Kobayashi	TUESDAY, 12th Nov., at 2 P.M.
*"CHICAGO MARU"	I. Goto	THURSDAY, 28th Nov., at 2 P.M.
‡†"CANADA MARU"	K. Hori	TUESDAY, 10th Dec., at 2 P.M.
*"TACOMA MARU"	T. Hamada	THURSDAY, 26th Dec., at 2 P.M.

* Calling at NAGASAKI, KOBE, YOKKAICHI AND YOKOHAMA.
† Calling at SHANGHAI, MOJI, " " " "
‡ Calling at KEELUNG.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

SOUTH CHINA COAST AND FORMOSA SERVICE.

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leave
"KAIJO MARU"	Y. Yamamoto	WED'DAY, 23rd Oct., at Noon.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leave
"DAIJIN MARU"	T. Fuchigami	SUNDAY, 13th Oct., at Noon.
"DAIGI MARU"	Y. Somekawa	SUNDAY, 20th Oct., at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leave
"SOSHU MARU"	K. Tashiro	WED'DAY, 16th Oct., at 10 A.M.

FOR CANTON.

Steamer	Captain	Leave
"SOSHU MARU"	K. Tashiro	FRIDAY, 11th Oct.

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to

S. HIROI,
MANAGER,
Second Floor, No. 1, Queen's Building.

778 7

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID ...	MIYASAKI MARU Capt. K. Soyeda,	16,000	WED'DAY, 23rd Oct., at Daylight.
	KITANO MARU Capt. F. E. Cope.	16,000	WED'DAY, 6th Nov., at Daylight.
VICTORIA, B.C., and SEATTLE VIA MOJI, KOBE, YOKKAICHI, and YOKOHAMA	§ SADO MARU Capt. Asakawa,	12,500	TUESDAY, 22nd Oct., at Noon.
	§ YOKOHAMA MARU Capt. N. Noda,	12,500	TUESDAY, 5th Nov., at Noon.
SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. Sakine,	7,000	FRIDAY, 25th Oct., at Noon.
	NIKKO MARU Capt. M. Yagi,	9,600	FRIDAY, 22nd Nov., at Noon.
CALCUTTA VIA SINGAPORE PENANG & RANGOON ...	CEYLON MARU Capt. Tozawa,	6,000	SATURDAY, 19th Oct.
BOMBAY VIA SINGAPORE, and COLOMBO	‡ KAMAKURA MARU Capt. T. Hori,	12,500	MONDAY, 14th Oct.
KOBE and YOKOHAMA	HIRANO MARU Capt. H. Fraser,	16,000	THURSDAY, 24th Oct., at 11 A.M.
SHANGHAI, MOJI and KOBE	‡ BOMBAY MARU Capt. T. Noguchi,	5,000	WED'DAY, 23rd Oct.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU Capt. M. Yagi,	9,600	WED'DAY, 23rd Oct., at Noon.
SHANGHAI and KOBE	‡ TOSA MARU Capt. T. Sato,	12,000	MONDAY, 14th Oct.

§ Fitted with New System of Wireless Telegraphy. ‡ Cargo only

REDUCED RATES OF PASSAGE.

HONGKONG to PACIFIC COAST points... ...	1st Class £25, 2nd Class £17
" " LONDON via NEW YORK ...	1st Class £55, 2nd Class £40
" " " via MONTREAL ...	1st Class £54, 2nd Class £37
Round-the-World, 1st Class throughout, via NEW YORK ...	£102
" " " via MONTREAL ...	£100

N.B.—While the rates are reduced, the excellence of the service in all respects will be maintained as heretofore.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 241. 12—13—656

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS
HOMEWARD PASSENGER SEASON 1913.

FOR

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)
Steamer Tons	Noon, SATURDAY	Steamer Tons	SATURDAY	FRIDAY
INDIA 8000	January 18	MOOLTAN ..10000	Feb. 15	Feb. 21
ASSAYE 7500	February 1	MALOJA 12500	Mar. 1	Mar. 7
HIMALAYA... 7000	February 15	MOREA 11000	Mar. 15	Mar. 21
DEVANHA ... 8000	March 1	MARMORA ...10500	Mar. 29	April 4
DELTA 8000	March 15	MEDINA 12500	April 12	April 18
INDIA 8000	March 29	Through Steamer	April 26	May 2
ASSAYE ... 7500	April 12	MONGOLIA ...10000	May 10	May 16
DEVANHA ... 8000	April 26	MACEDONIA 10500	May 24	May 30
CHINA 8000	May 10	MALWA 11000	June 7	June 13

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE. £106.14 RETURN.
2ND " £48.8 " £ 72.12 "

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Tons	Leave HONGKONG	Due MARSEILLES	Due LONDON
NOVARA	7000	January 22	February 23	March 5
SUNDA	5700	February 5	March 9	March 19
SARDINIA	7000	February 19	March 23	April 2
SOMALI	7000	March 5	April 6	April 16
NAMUR	7000	March 19	April 20	April 30
NANKIN	7000	April 2	May 4	May 14
NYANZA	7000	April 16	May 18	May 28
NORE	7000	April 30	June 3	June 13
NILE	7000	May 14	June 17	June 27

These Steamers call also at SINGAPORE, PENANG, COLOMBO and at MARSEILLES

FARES TO LONDON:

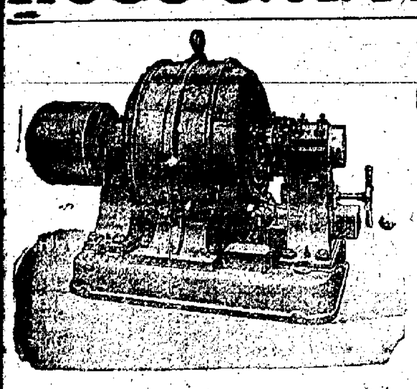
1ST SALOON £55.0 SINGLE. £82.10 RETURN.
2ND " £38.10 " £57.4 "

For further Particulars, apply to—

H. W. D. SHALLARD,
ACTING SUPERINTENDENT.

781

HUGO C. A. FROMM, HONGKONG.



ELEKTRIZITATS ACTIENGESELLSCHAFT

Titan

BERGERHOF RHLD.

ELECTRIC MOTORS, DYNAMOS, VENTILATORS, AND ALL KINDS OF ELECTRICAL GOODS.

Hongkong, 7th October, 1912. [48-6

JOS. PANNES & CO.,

KREFELD.

MERCERISED COTTON-YARN, ARTIFICIAL SILK.

Hongkong, 7th October, 1912. [48-10

SILK RIBBONS

AND

COMMON RIBBONS

in all sizes and designs are exhibited in my Sample-Showrooms!

RIBBONS in the NEW CHINESE NATIONAL COLOURS are the latest.

PET. WILH. KROMMES, ELBERFELD.

Hongkong, 7th October, 1912. [48-11

POST OFFICE NOTICE

Monday next, the 14th inst., having been declared a General Holiday, the General Post Office will be open from 8.00 a.m. until 9.00 a.m. only.

There will be a delivery of ordinary correspondence only and a collection from the Pillar Boxes as on Sundays.

The Money Order Office will be entirely closed.

The Public are requested to have their correspondence addressed to their house numbers and not their house names, as such names are often confusing to Chinese Postmen.

The *St. Albans*, with the American Mail ex *Mongolia*, is due to arrive here to-day.

The *China* is due to arrive here to-day with the Siberian Mail from London of Saturday, the 21st ultimo.

FOR	PER	DATE
Amoy	*Hongkee* ...	Friday, 11th, 9.00 A M
Swatow, Amoy and Foochow	*Haiyang* ...	Friday, 11th, 10.00 A M
Macao	*Sui Tai*	Friday, 11th, 1.15 P M
Haiphong and Saigon	*Samsen*	Friday, 11th, 5.00 P M
Ningpo, and Shanghai	*Hanyang*	Friday, 11th, 5.00 P M
Pakhoi, Haiphong and Saigon	*Hanoi*	Saturday, 12th, 9.00 A M
Straits, and India via Bombay	*Ischia*	Saturday, 12th, 10.00 A M
Philippine Islands, Timor, Australia, Tasmania and New Zealand via Port Darwin ...	*St. Albans*	Saturday, 12th, 10.00 A M
Shanghai, North China, and Japan via Kobe..	*Dilwara*	Saturday, 12th, 11.00 A M
STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT, and EUROPE via BRINDISI ... (Late Letters 11.00 to NOON. Extra Postage 10 cents), (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) ... The Parcel mail will be closed to-day, at 5 p.m....	*China*	Saturday, 12th, Printed Matter and Samples ... ... 10.00 A M; Registration ... 10.15 A M; Registration with late fee of 10 cents up to 11.00 A M); Registration, Kowloon B.O. ... 9.30 A M; Letters ... 11.00 A M
Philippine Islands	*Yuensang*	Saturday, 12th, 1.00 P M
Macao	*Sui Tai*	Saturday, 12th, 1.15 P M
Swatow	*Hangsang*	Saturday, 12th, 5.0[illegible] P M
Swatow	*Machew*	Saturday, 12th, 5.00 P M
Shanghai and North China	*Anhui*	Saturday, 12th, 5.00 P M
Swatow, Amoy, and Formosa via Tamsui ...	*Daijin Maru* ..	Sunday, 13th, 9.00 A M
Swatow	*Haimun*	Sunday, 13th, 9.00 A M
Chinwantao	*Onsang*	Monday, 14th, 9.00 A M
Macao	*Sui Tai*	Monday, 14th, 9.00 P M
Straits, and India via Calcutta	*Thongwa*	Monday, 14th, 9.00 A M
Swatow, Amoy and Foochow	*Haiching*	Tuesday, 15th, 10.00 A M
Formosa via Keelung, Shanghai, North China Japan via Moji, Victoria, B.C., and Tacoma ... ... (EUROPE VIA SIBERIA) ...	*Panama Maru* ...	Tuesday, 15th, NOON
JAPAN via NAGASAKI, HONOLULU, CANADA, UNITED STATES and SOUTH AMERICA via SAN FRANCISCO	*Nile*	Tuesday, 15th, Printed Matter and Samples ... ... 10.00 A M; Registration ... 10.15 A M (Registration with late fee of 10 cents, up to 11.00 A.M.); Registration B.O. ... 9.30 A M; Letters... ... NOON
Macao	*Sui Tai*	Tuesday, 15th, 1.15 P M
Philippine Islands	*Taming*	Tuesday, 15th, 3.00 P M
Sandakan	*Mausang* ...	Tuesday, 15th, 3.00 P M
STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT, and EUROPE via NAPLES ...	*Bücloo* ...	Wednesday, 16th, Printed Matter and Samples ... ... 8.30 A M; Registration ... 9.00 A M; Registration, Kowloon B.O. ... ... 8.00 A M; Letters ... ... 9.00 A M
Swatow...	*Haimun*	Wednesday, 16th, 10.00 A M
Batavia, Samarang, Sourabaya and Makassar ...	*Tjimanuck* ...	Wednesday, 16th, 11.00 A M
Shanghai and North China	*Chenan*	Thursday, 17th, 3.00 P M
Swatow, Amoy and Foochow	*Haitan*	Friday, 18th, 10.00 A M
Philippine Islands, Australia, Tasmania and New Zealand via Thursday Island.	*Guthrie*	Friday, 18th, 11.00 A M
Weihaiwei and Tientsin	*Huichow*	Friday, 18th, 5.00 P M
Tientsin	*Chipshing*... ..	Saturday, 19th, 5.00 P M
Straits and Burmah	*Okara*	Monday, 21st, 11.00 A M
SAIGON, STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE via MARSEILLES (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail) ... ... Late Letters 11.00 to NOON Extra Postage 10 cents	*Nera* ...	Tuesday, 22nd, Printed Matter and Samples ... ... 10.00 A M; Registration... 10.15 A M; Registration with late fee of 10 cents, up to 11.00 A.M; Registration, Kowloon B.O. at... ... 9.30 A M; Letters ... ... 11.00 A M

COMMERCIAL.

CLOSING QUOTATIONS

October 10th.

ON LONDON:—	
Telegraphic Transfer	2/1
Bank Bills, on demand	2/1 1/16
Bank Bills, at 30 days' sight	2/1 1/8
Bank Bills, at 4 months sight	2/1 1/16
Credits, at 4 months' sight	2/1 1/16
Documentary Bills 4 months' sight	2/1 1/16
ON PARIS:—	
Bank Bills, on demand	264
Credits, at 4 months' sight	268½
ON GERMANY:—	
On demand	214
ON NEW YORK:—	
Bank Bills, on demand	50⅝
Credits, at 60 days' sight	51⅛
ON BOMBAY:—	
Telegraphic Transfer	155½
Bank, on demand	155¾
ON CALCUTTA:—	
Telegraphic Transfer	155½
Bank, on demand	155¾
ON SHANGHAI:—	
Bank, at sight	71⅛
Private, 30 days' sight	72⅛
ON YOKOHAMA:—On demand	101½
ON MANILA:—On demand—Pesos	102½
ON SINGAPORE:—On demand	89⅛
ON BATAVIA:—On demand	125¼
ON HAIPHONG:—On demand	¼ % p.m.
ON SAIGON:—On demand	par
ON BANGKOK:—On demand	72
SOVEREIGNS, Bank's Buying Rate	$9.50
GOLD LEAF, 100 fine, per tael	$50.00
BAR SILVER, per oz.	29⅛

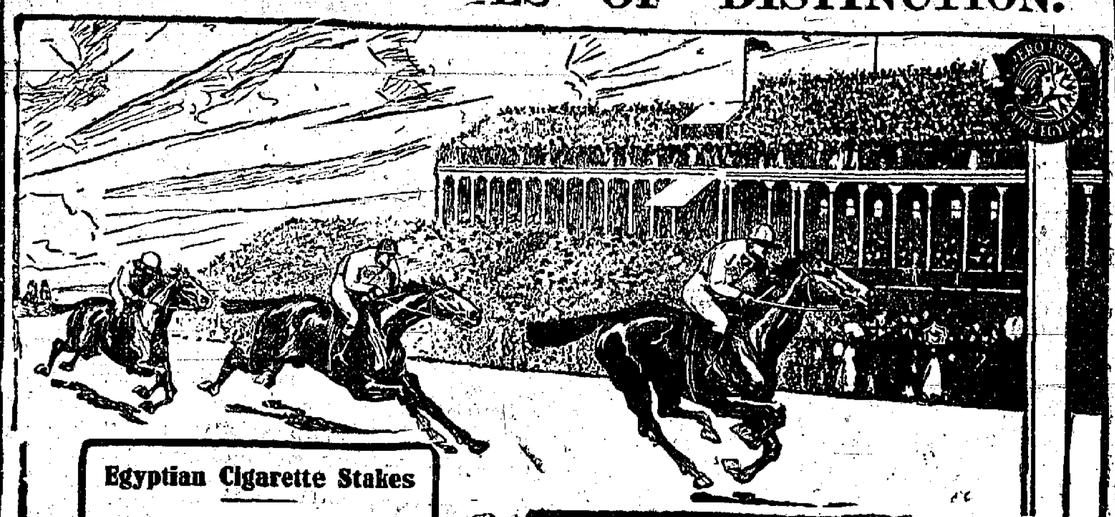
SUBSIDIARY COINS.

	per cent
Chinese ...20 cents pieces	$4.98 discount
Chinese ...10 ,, ,,	$5.83 ,,
Hongkong ...20 ,, ,,	$4.80 ,,
Hongkong ...10 ,, ,,	$5.80 ,,

MAILS VIA SIBERIA.

London Date	Due Shanghai
September 18th.	October 5th.
September 22nd.	October 7th.

THE CIGARETTES OF DISTINCTION.



Egyptian Cigarette Stakes

4·20 BOUTON ROUGE 1

2·80 FELUCCA . . 2

2·50 NILOMETER - 3

ALSO STARTED 12 OTHERS

(Figures preceding names indicate price per 100.)

The Racing Man's SPECIAL

Made in Egypt by Maspero Frères, Cairo

London Office 86, STRAND.

BOUTON ROUGE FELUCCA AND NILOMETER Egyptian Cigarettes

From all High-class Tobacconists and Leading Hotels throughout the World.

BRITISH AMERICAN TOBACCO CO., LTD. SOLE AGENTS, HONG KONG.

LADIES' "SPECIALS" Mouthpiece Cigarette. [29

OBTAINABLE EVERYWHERE $2.20 per 100.

SHARE LIST.—QUOTATIONS.

HONGKONG, 10TH OCTOBER, 1912.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP	CLOSING QUOTATIONS CASH.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	$125	all	$800, buyers / L'don £83
China Borneo Company, Limited	60,000	$12	all	$9.35
China Light and Power Company, Limited.	50,000	$5	all	$2, buyers
	50,000	$1	all	
China Provident, Loan & Mortgage Co., Ld...	200,000	$10	all	$8½, sales
COTTON MILLS.—				
Ewo Cotton Spin'g. & Weaving Co., Ld.	20,000	Tls. 50	all	Tls. 106, sales
Hongkong Cotton Spinning Co., Ld ...	125,000	$10	all	$5, sellers
Dairy Farm Company, Limited	40,000	$7½		$21¼, x. div.
DOCKS AND WHARVES.—				
H'kong & Kowloon Wharf & G. Co., Ld.	60,000	$50	all	$67½, sellers
Hongkong and Whampoa Dock Co., Ld.	50,000	$50	all	$46, sales
New Amoy Dock Co., Limited ...	10,000	$5[illegible]	all	$6½
Shanghai Dock and Engineering Co., Ld	55,700	Tls. 100	all	Tls. 48
Shanghai and Hongkew Wharf Co., Ld..	36,000	Tls. 100	all	Tls. 96
Green Island Cement Co., Limited	400,000	$10	all	$3½, buyers
Hongkong Electric Co., Limited	60,000	$10	all	$23½ buyers
Hongkong Hotel Company, Limited...	12,000	$50	all	$114 buyers
	8,000		$25	$74
Manila Metropole Hotel Limited	15,000	Ps. 10	all	P8½
Hongkong Ice Company, Limited	50,00	$25	all	$200
Hongkong Rope Manufacturing Co., Limited	60,000	$10	all	$19
H'kong & South China Steam Fisheries Co., Ld.	15,000	$10	$7	$3, sellers
INSURANCES.—				
Canton Insurance Office Co., Limited ...	10,000	$250	$50	$252½, sales
China Fire Insurance Co., Limited ...	20,000	$100	$20	$135, buyers
China Traders Insurance Co., Limited...	24,000	$83.33	$25	$100
Hongkong Fire Insurance Co., Limited	8,000	$250	$50	$355, buyers
North-China Insurance Co., Limited ...	10,000	£15	£5	Tls. 140
Union Insurance Society, Limited ...	12,400	$250	$100	$915, buyers
Yangtsze Insurance Association, Limited	12,000	$100	$60	$187½, @ Ex 73
LAND AND BUILDINGS.—				
Hongkong Land Invest. Agency Co., Ld.	50,000	$100	all	$103½, sales
Humphreys' Estate and Finance Co., Ld.	150,000	$10	all	$7½, buyers
Kowloon Land and Building Co., Ld., ...	6,000	$50	$30	$34, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 86
West Point Building Co., Limited ...	12,500	$50	all	$56
Maatschappij tot Mijn-, Bosch-en Landbouw exploitatie in Langkat ...	25,000	Gds. 10	all	Tls. 57
MINING.—				
Chinese Engineering and M. Co., Ld. ...	1,000,000	£1	all	34/-
Tronoh Mines, Limited	160,000	£1	all	74/-, sellers
Heawood Tin and Rubber Estate, Ld. ...	715,280	2/-	all	4/-
Raub Australian Gold Mining Co., Ld...	200,000	£1	all	$4.10, buyers
Peak Tramways Co., Limited... ...	25,000	$10	all	$11½
	50,000	$10	$1	$1
Philippine Co., Limited	75,000	$10	all	$5
REFINERIES.—				
China Sugar Refining Co., Limited ...	20,000	$100	all	$109½
Luzon Sugar Refining Co., Limited ...	7,000	$100	all	$33
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ld. ...	30,000	$25	all	$8¾
Douglas Steamship Co., Limited ...	20,000	$50	all	$25
Hongkong, Canton & Macao S.B. Co., Ld.	80,000	$15	all	$27¾, buyers
Indo-China Steam Navigation Co., Ld	60,000 pref. / 60,000 def.	$25	all	$65, buy. / L'don £72.6.
Shell Transport & Trading Co., Limited.	2,500,000	£1	all	106/-, sales
Star Ferry Company, Limited	20,000	$10	all	$46, buyers
South China Morning Post, Limited ...	6,000	$25	all	$22
Steam Laundry Company, Limited... ...	20,000	$5	all	$5
STORES AND DISPENSARIES.—				
Campbell, Moore & Co., Limited ...	1,200	$10	all	$25
Wm. Powell, Limited	15,000	$7	all	$8
Watkins, Limited	10,000	$10	all	$3, buyers
A. S. Watson & Co., Limited	90,000	$10	all	$5.65
Weissmann, Limited	3,000	$10	all	$17, buyers
Gande Price & Co., Ltd.	50,000	$10	all	$10
Societe des Pulpes et Papeteries du Tonkin	13,200	$50	all	$33
Hongkong Steel Foundry Co., Ld.	15,000	$10	all	$10
United Asbestos Oriental Agency, Limited	9,900 ordy. / 100 f'ders	$10	$4	$9½
		$10	all	$500.
Union Waterboat Co., Limited	50,000	$10	all	$10½, sal. & buy

RUBBER.— *Daily Wire*

Para Rubber in London ... ... 4/5½ per lb., value

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1885	Tls. 767,200	Tls. 250	7% p. annum	Par.

VERNON & SYMTH, *Share Brokers*

FORTHCOMING EVENTS.

Monday, 14th Oct.:—
Bank Holiday.

Tuesday, 15th Oct.:—
Noon—Hongkong, Canton and Macao Steamboat Co., Ltd. Extraordinary Meeting.

Friday, 18th Oct.:—
9.15 P.M.—Grand Variety Entertainment:—"The Cook" at the Theatre Royal.

Wednesday, 23rd Oct.:—
Noon—Canton Insurance Office, Ltd., Meeting of Shareholders.

Wednesday, 6th Nov.:—
2.15 P.M.—Meeting of the Licensing Board at Council Chamber.

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of *Daily Press* are on Sale daily at the following Stores:—

KOWLOON BOOK STALL, Ferry Wharf
Messrs HUNG CHEONG, Haiphong Road

OPIUM.

September 17th

Quotations are:—

Malwa New	$3,000/3,050 per picul.
Malwa Old	$3,075/3,100 ,,
Malwa Older	$3,125/3,150 ,,
Malwa V. Old	$3,200/3,250 ,,
Persian fine quality ...	$1,200 ,,
Persian extra fine	$1,400 ,,
Patna New	$3,700 per chest.
Patna Old	$3,500 ,,
Benares New	$3,750 ,,
Benares Old	$3,600

"WITH DOG AND GUN IN THE NEW TERRITORY."

BEING the Series of Articles contributed to the "HONGKONG DAILY PRESS" Sportsman," reproduced in book form

PRICE ONE DOLLAR.

Hongkong, 29th October, 1910

TELEGRAM

RECEIVED ON 11.11.11. FROM LONDON:—

"We beg to inform you ROYAL WARRANT awarded our Company for Milk."

MILKMAID { CONDENSED MILK. STERILIZED NATURAL MILK. EVAPORATED CREAM.

ON SALE AT ALL STORES.

34

CLIFFORD WILKINSON'S TANSAN.

"CHOICEST OF ALL CHOICE WATERS."

"IT PROLONGS THE PERIOD OF YOUTH."

"IT EXTENDS THE SPAN OF LIFE."

Per Case of 48 Half Bottles $7.25
,, Dozen of Half Bottles 1.85
,, Case of 100 Quarter Bottles 9.25
,, Dozen of Quarter Bottles 1.25

SOLE AGENTS—

GANDE, PRICE & CO., LTD.,

WINE MERCHANTS,

46 12, QUEEN'S ROAD CENTRAL, HONGKONG.

Telephone No. 135.

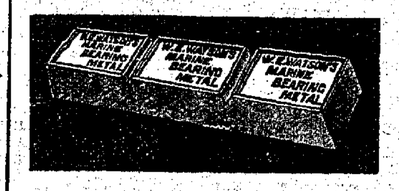
IMPORTANT TO ENGINEERS.

ANTI-FRICTION METAL

"MARINE BEARING"

FOR LINING BEARINGS AND FRICTIONAL PARTS OF MACHINERY.

Is the best in the Market.



ATLAS METAL & ALLOYS CO., LTD.

52, QUEEN VICTORIA STREET, LONDON, E.C.

Large and Old Established Manufacturers of

ANTI-FRICTION METAL.

SOLE AGENTS—

WILLIAM C. JACK & CO., LTD.,

14, DES VŒUX ROAD CENTRAL, HONGKONG. [37

Telephone: 385 and 38K. Telegrams: "MARINEWORK"

Printed and Published by BERTRAM A. HALE for the Concerned at 10A, Des Vœux Road Central, Victoria, Hongkong; London Office, 131, Fleet Street E.C.